

Social Impact Assessment

Proposed Residential Development & Concurrent Rezoning

**16-20 Old Castle Hill Road,
Castle Hill**

SSD - 85238209

**Prepared for:
UPG Castle Corner Pty Ltd**

DECEMBER 2025

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Sarah George Consulting acknowledges the traditional custodians of the lands on which we work. We pay our respects to Elders past, present and emerging.

Declaration

Table 1: Author's Qualification and declaration

This SIA has been prepared by:	
Name	Sarah George
Role	SIA Author
Qualifications	<ul style="list-style-type: none"> • Bachelor of Arts (Sociology & Psychology) (Macquarie University) • Certificate IV Youth Work (TAFE NSW) • Certificate IV in Workplace Training and Assessment (Family Planning NSW)
Memberships	Member, International Association of Impact Assessment
Relevant experience	<ul style="list-style-type: none"> • SSDA – North Byron Parklands (SIA & Community Engagement) • SSDA – William Clarke College, Kellyville (SIA & Community Engagement) • Proposed new Hotel – Albion Hotel, Smith Street, Parramatta – SIA & CPTED • Lot 110, Lachlans Line, Macquarie Park – SIA • Proposed SDA development, Blackwall Road, Woy Woy – SIA • Prince Hotel, Kirrawee SIA & CPTED • Expert Witness – NSW Land and Environment Court & NSW Civil and Administrative Tribunal
Declaration	<p>The SIA contains the required information, as suggested in the Department of Planning, Housing and Infrastructure's <i>Social Impact Assessment Guidelines for State Significant Projects</i> (February 2023) and the supporting <i>Technical Supplement</i>. The information included comprises baseline data of the local area sourced from the 2016 Census and the 2021 Census; crime data compiled by BOSCAR; feedback from the local community and key stakeholders gathered during the community engagement processes; and considers the likely positive and potentially negative social outcomes of the proposal, including enhancement and mitigation measures.</p> <p>I confirm my understanding of my legal and ethical obligations as a consultant and confirm that none of the information in the SIA is false, or misleading.</p>
Signature	
Date	15 December 2025

Additional detail on the Author's experience and qualifications is included at Appendix C.

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Executive Summary

This report supports a State Significant Development Application and Concurrent Rezoning (SSDA) being lodged with the Department of Planning, Housing and Infrastructure (DPHI) for a residential development including affordable housing at 16-20 Old Castle Hill Road, Castle Hill (the site). The proponent for the SSDA is UPG Castle Corner Pty Ltd (UPG).

State Environmental Planning Policy (Planning Systems) 2022 (Planning Systems SEPP) identifies development which is declared to be State Significant. The site was declared SSD pursuant to State Significant Declaration Order 2025 (No 7) (the Order) issued on 13 May 2025.

A separate 'Early Works' SSDA seeks approval for site establishment, tree removal, bulk excavation, infrastructure services augmentation and ancillary site works. This 'Main Works' SSDA and Concurrent Rezoning seeks approval for the built form aspects of the residential flat building.

The proposal aims to:

- Facilitate transport-oriented development within an area of high amenity, promoting increases to both market and affordable housing supply proximate to public transport, open space, and employment.
- Respond to the housing challenges facing NSW through boosting the delivery of housing in an area of growth.
- Align with the NSW Government's strategic ambitions to deliver 23,300 homes in The Hills by 2029.
- Deliver affordable housing in accordance with the in-fill affordable housing provisions of State Environmental Planning Policy (Housing) 2021.
- Deliver a built form that relates to the surrounding context and respects the character of its environs.

This Social Impact Assessment (SIA) has been prepared to satisfy the requirements as set out in the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Housing and Infrastructure (the Department), identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Departments *Social Impact Assessment Guidelines 2025* (the *Guidelines*) and the associated *Technical Supplement*.

The assessment considers the potential impacts to people's way of life, community, accessibility, culture, health and wellbeing, livelihoods, surroundings, and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, organisations and other stakeholders.

This report includes data on the existing social baseline of the community in which the site is located, and of potentially affected communities and groups in the projects identified social locality and assesses the potential social impacts and benefits of constructing and operating the proposed development, and includes recommended measures to enhance, mitigate and manage the identified social impacts.

Based on the assessment in this report, the key social impacts of the proposal are:

Potential positive impacts:	
Area of impact	Detail:

Way of life Wellbeing Accessibility Community Health and wellbeing Livelihoods	<ul style="list-style-type: none"> • Provision of a well-located development in terms of access to public transport, shops, education and services • Provision of a range of dwelling sizes, types and costs • Employment generation in construction and ongoing maintenance of the premises and management of affordable rental housing. • Access to public services, and adaptable dwellings • Health and wellbeing through provision of communal open space • Opportunities for community participation. • Improved visual presentation of the site.
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Potentially negative impacts:	
Area of impact	Detail:
Way of life Wellbeing	<ul style="list-style-type: none"> • Noise and disturbance impacts during construction. • Dust and pollution during demolition and construction. • Increased traffic associated with construction vehicles. • Increased traffic on completion with increased population • Overlooking/privacy impacts • Overshadowing • Change to visual presentation of the site.

The proposed development is unlikely to generate any long term negative social impacts in the identified social locality. Temporary negative impacts are likely to be associated with construction which are able to be controlled and minimised through conditions of development consent and through the application and implementation of mitigation measures set out in the supporting assessments.

Mitigation and enhancement measures proposed include:

- Inclusion of the recommendations noted in the technical reports accompanying the application and detailed in Chapter 8.0;
- Application of recommendations included in the CPTED report to ensure the development reduces the potential for crime.

The proposed development represents a positive social impact in respect of the provision of a range of housing options including affordable housing in a location close to public transport, employment and services.

1.0 INTRODUCTION

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- Deliver a built form that relates to the surrounding context and respects the character of its environs.

This table identifies the SEARs and relevant reference within this report.

Table 1 – SEARs and Relevant Reference

SEARs Item	Report Reference
<p>Social Impact 18</p> <p>The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i>.</p>	<p>This Social Impact Assessment</p>

This Social Impact Assessment (SIA) is required by the Secretary's Environmental Assessment Requirements (SEARs) issued by the DPHI, identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Departments *Social Impact Assessment Guidelines 2025* (the *Guidelines*) and associated *Technical Supplement*.

The *Guidelines* note that an SIA should include a combination of findings from Phase 1 and Phase 2 of the SIA. Phase 1 of the SIA will typically include:

- an understanding of the project's social locality;
- initial analysis of the defining characteristics of the communities within the project's social locality, including any vulnerable groups (described as the social baseline);
- initial evaluation of likely social impacts for different groups in the social locality;
- any project refinements or approaches to project development in the early phases of project planning that will be undertaken in response to likely social impacts;
- how the EIS Engagement Strategy will help to identify and assess social impacts;
- the proposed approach for undertaking the remainder of the SIA process.

Phase 2 of the SIA report typically includes:

- predict and analyse the extent and nature of potential social impacts against baseline conditions using accepted social science methods;
- evaluate, draw attention to and prioritise the social impacts that are most important to people;
- develop appropriate and justified responses (i.e. mitigation and enhancement measures) to social impacts and identify and explain residual social impacts;

- propose arrangements to monitor and manage residual social impacts, including unanticipated impacts, over the life of the project (including post-closure phases for mining projects).

An essential component of the preparation of an SIA to satisfy the *Guidelines* is community engagement and this was undertaken by the report author as part of the preparation of this SIA. Details of feedback received as part of the engagement process is included in Chapter 5.0.

The *Technical Supplement* for the *Guidelines* note that for the redevelopment of an urban estate with new residential units, the following the following impact categories should be considered:

Social Impact Category	Definition/considerations
Way of life	<ul style="list-style-type: none"> How will people's daily lives change during construction? What are the long-term impacts (potentially positive and negative) of altered urban form on how people life, work, get around, and interact socially?
Community	<ul style="list-style-type: none"> Will community cohesion be impacted during construction? Will there be changes to community character, composition, and sense of place following development?
Accessibility	<ul style="list-style-type: none"> Will accessibility of services be disrupted during construction? What are the likely improvements to accessibility of services and facilities following development? Will the project impact accessibility of or demand for community facilities, services and public space?
Culture	<p>Aboriginal and non-Aboriginal cultural impacts.</p> <ul style="list-style-type: none"> Will there be changes to the cultural composition of the community? Will cultural heritage values be impacted? Will there be opportunities for cultural expressions (e.g. through design)?
Health and wellbeing	<ul style="list-style-type: none"> How will urban densification impact people's psychological health? Could the development exacerbate or reduce social exclusion of marginalised groups? How will the new development meet the needs of residents, workers and visitors for open space, active travel and access to health and community services?
Surroundings	<ul style="list-style-type: none"> Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values? What changes will there be to public open space, public facilities or streets?

Livelihoods	<ul style="list-style-type: none">• How will livelihood impacts and benefits be distributed?
Decision-making systems	<ul style="list-style-type: none">• Are there adequate and responsive grievance and remedy mechanisms in the event of complaints?• Can affected people make informed decisions and feel they have power to influence project decisions, including elements of project design.

In addition to the above, issues raised during the community and stakeholder engagement process and public interest benefits are also considered.

Site and area inspections were carried out as part of the preparation of this report.

2.0 PROPOSED DEVELOPMENT

2.1 Subject site & History

The site is situated at 16-20 Old Castle Hill Road, Castle Hill, within The Hills Local Government Area (LGA). It is well located, being approximately 250m from Castle Hill Metro Station which provides services to Rouse Hill, Macquarie Park, Chatswood and the Sydney CBD. It is equally proximate to Castle Towers shopping centre, a major regional retail hub. The site has ready access to public open space being less than 100m from Arthur Whitling Park and Eric Fenton Reserve.

The site is located at the corner of Old Castle Hill Road and McMullen Avenue comprising an area of 3,180.4m². It comprises 4 lots in an irregular configuration, legally described as:

- Lot 10 in DP 881332
- Lot 11 in DP 881332
- Lot 20 in DP 222257
- Lot 1 in DP 204335

The site currently contains development comprising two detached residential dwellings located on 18 and 20 Castle Hill Road. There is currently no development on 16 Castle Hill Road. The site as a whole is covered in dense vegetation and has a steep slope upwards from the north-west to the south-east.

Figure 1 – Subject site



Development around the site is predominantly residential to the north, north-east with commercial uses to the south and to the west, including the Castle Towers Shopping Centre directly to the west of the site.

The subject site is within walking distance to the Castle Hill Metro Station (400m), and buses from the Castle Hill Bus Interchange (approximately 400m).

The site is currently zoned R1 – General Residential under The Hills Shire LEP 2019.

2.2 Proposed development

A high-level summary of the proposed development is described below, with further details provided within the Environmental Impact Assessment and Rezoning Report (EIS).

The SSDA seeks approval for:

- The construction and operation of a 40-storey residential flat building, comprising the following:
 - Market and affordable housing units;
 - Basement parking; and
 - Communal open space;
- Associated landscaping and public domain works.

3.0 SCOPE AND METHODOLOGY

3.1 Scope of this report

The SIA process has been guided by the Department of Planning, Housing and Infrastructure's *Social Impact Assessment Guidelines for State Significant Projects July 2025* (the *Guidelines*); the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects July 2025*; and *Undertaking Engagement Guidelines for State Significant Projects March 2024*.

The assessment considers the potential impacts to people's way of life, community, accessibility, culture, health and wellbeing, livelihoods, surroundings, and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, organisations and other stakeholders.

The SIA:

- Has been prepared to address the relevant SEARs.
- Describes the existing social baseline characteristics of affected communities and groups in the project's identified social locality.
- Assesses the potential social impacts and benefits of constructing and operating the project.
- Recommends measures to enhance, mitigate and manage identified social impacts.

Opportunities for the local community to participate in the process through community engagement activities are discussed in Chapter 6.0.

3.2 Approach to Social Impact Assessments

Social impact assessment methodologies focus on traditional models of sociological research which include the use of both quantitative data – in this case statistical data; and qualitative data (observations, case studies, consultation).

The SIA process has been guided by the Department of Planning and Environment’s the *Social Impact Assessment Guidelines for State Significant Projects February 2023* (the *Guidelines*); the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects February 2023*; and *Undertaking Engagement Guidelines for State Significant Projects October 2022*.

The *Guidelines* set out the framework to identify, predict and evaluate likely social impacts to people, as well as identifying mitigation and enhancement measures.

As outlined in the *Guidelines*, developments should include consideration of a proposed development in respect of:



3.3 Data and information sources

Primary data was sought through the community engagement methods undertaken as part of the preparation of this SIA (see Chapter 5.0).

Secondary data was also utilised to inform this SIA, including:

Source	Data/Plans/Documents
Australian Bureau of Statistics	<ul style="list-style-type: none"> 2021 Census Data including QuickStats and Community Profiles 2016 Census Data including QuickStats and Community Profiles
Profile ID	<ul style="list-style-type: none"> Population projections Socio-Economic Indexes for Areas (SEIFA)

The Hills Shire Council	<ul style="list-style-type: none"> • The Hills Local Environmental Plan 2019 • The Hills Development Control Plan 2012
NSW Department of Planning, Housing and Infrastructure	<ul style="list-style-type: none"> • Social Impact Assessment Guidelines July 2025 • SIA Technical Supplements
Mapping	<ul style="list-style-type: none"> • Google maps • Six maps
Bureau of Crime Statistics and Research (BoCSAR)	<ul style="list-style-type: none"> • Crime data and hotspot maps
Other	<ul style="list-style-type: none"> • NSW Housing Kit

Secondary data is presented in Chapter 5.0

Other information relied on for the preparation of this report includes:

- *Aboriginal Cultural Heritage Assessment* prepared by Regal Heritage
- *Access Report* prepared by Access Link
- Architectural plans prepared by Studio SC
- *Community Engagement Report* prepared by Sarah George Consulting
- Environmental Impact Statement prepared by Collier's Urban Planning
- *Noise and Vibration Impact Assessment* prepared by RWDI
- *Transport Assessment* prepared by Stantec

4.0 POLICY AND PLANNING CONTEXT

The following plans, policies and issues are of relevance to the social context of the proposal:

- Castle Hill Precinct Plan 2015
- The Hills Recreation Strategy 2019
- State Environmental Planning Policy (Housing) 2021
- National Housing Accord

Policy drivers relevant to the subject site are summarised in the following:

Policy theme	Key relevant social impacts	Source
Increased residential density located close to jobs, transport and services	<ul style="list-style-type: none"> • Anticipated increase in dwellings to 4,400 by 2036 with employment growth to 9,500 jobs. • Identified future character including apartment living surrounding the retail/commercial core with higher density apartments in areas with direct access to the Metro • NSW Government targets for The Hills LGA for 23,330 new houses by 2029 	<ul style="list-style-type: none"> • Castle Hill Precinct Plan 2015 • NSW Housing Accord
Housing Affordability	<ul style="list-style-type: none"> • The need for affordable housing in well connected areas. 	<ul style="list-style-type: none"> • SEPP (Housing)
Infrastructure	<ul style="list-style-type: none"> • Traffic management and intersection treatments to achieve satisfactory traffic management outcomes. • Pedestrian facilities to accommodate increased foot traffic. • Open space and recreation facilities able to accommodate additional demand. • Provision of a playing field ratio of 1:4,000 in high density areas (Sydney Metro Northwest precinct and Baulkham Hills centre). 	<ul style="list-style-type: none"> • Castle Hill Precinct Plan 2015 • Recreation Strategy 2019

	<ul style="list-style-type: none">• Provision of local/basic park of between 0.5-1ha within 400m of housing and within 1-1.5km of high density housing.	
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5.0 BASELINE INFORMATION

5.1 Social Locality

The *Guidelines* note:

There is no prescribed meaning or fixed, predefined geographic boundary (e.g. the local suburb, or 'within 500m') to a social locality; rather, the social locality should be construed for each project, depending on its nature and its impacts. The term 'social locality' is similar to 'area of social influence' that is commonly used in social impact practice.

In addition, the *Guideline* identifies the social baseline study as describing “*the social context without the project*”.

The area most likely to be affected by the proposal in the short term is the area immediately surrounding the subject site, in particular, the existing residential properties immediately surrounding the subject site, and those who regularly utilise the roads surrounding the subject site.

Typical likely impacts associated with a development such as the proposal will relate to short term, temporary impacts associated with demolition and construction including noise, dust, truck movements and vehicles associated with the construction process.

Impacts associated with the development on completion are likely to relate to:

- Increased population on the site;
- Increased traffic on local roads;
- Change in visual presentation of the site;
- Overshadowing/overlooking
- Waste generation and removal.

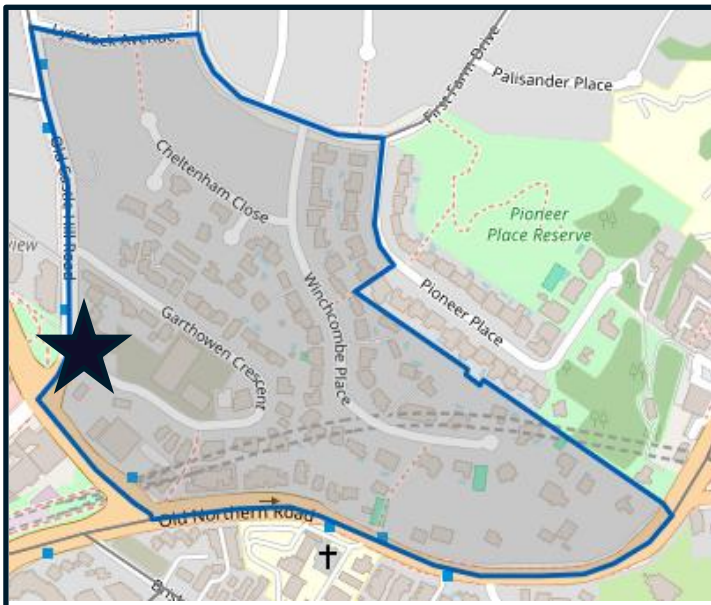
The key groups potentially affected by the proposed development include:

- Residents/Tenants of buildings immediately surrounding the subject site;
- Future residents of the area;
- Those on very low, low to moderate incomes;

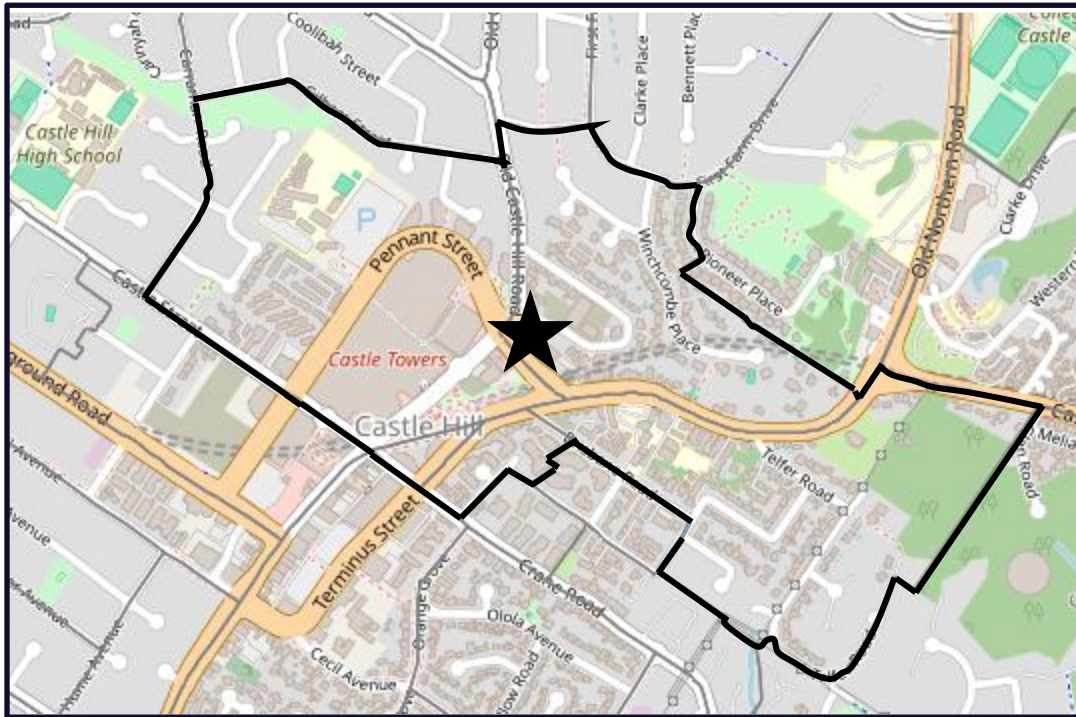
- Services that require staff such as hospitals, Police, teachers, cleaning staff etc;
- People who commonly utilise roads around the subject site
- Those who use public transport
- Residents and businesses in the local area;
- Community housing providers.

The area of direct impact associated with the proposal has been identified as the Statistical Areas Level 1 – 11501155525 in which the subject site is located (Figure 5). This area has been identified as the area that is most likely to experience impacts as a result of the proposal associated with construction impacts, increased population, and traffic impacts.

Figure 5: Area of direct impact



The social locality of the proposed residential development is likely to be broader than the area of direct impact and may be more likely to experience cumulative impacts associated with the subject proposal, and other planned and proposed developments, and has been determined to include an area comprising 5 statistical areas Level 1, as illustrated on Figure 6 below.

Figure 6 – Social Locality

Impacts associated with the proposal may be felt at a broader level; however, it is expected that the further from the subject site, the less these impacts will be experienced. As such, the secondary social locality has been identified as the suburb of Castle Hill.

Positive social impacts such as employment generation during construction, and on completion within the commercial and retail spaces, are likely to be experienced at a broader level, including across The Hills LGA, and further.

5.2 Existing socio-economic and demographic characteristics








The subject site is located within the suburb of Castle Hill, an area which has undergone significant resident growth in the years between the 2016 & 2021 Census, in line with plans for increased high density residential developments in the area.




A *Demographic Profile Table* including Census data from the 2016 and 2021 Census for the area of immediate impact, the identified social locality, the suburb of Castle Hill and

The Hills Local Government Area compared to Greater Sydney and NSW is included at Appendix A.

The socio-economic and demographic profile reveals:

Table 2 – Demographic profile

	<ul style="list-style-type: none"> • An increase in population in the area immediately surrounding the subject site (12%), the identified social locality (27.5%), the suburb of Castle Hill (3.1%) and in the Hills LGA (18.1%) between 2016 and 2021 • A smaller proportion of the population who identify as Aboriginal and/or Torres Strait Islander in the immediate area (0%), the social locality (0.3%), the suburb of Castle Hill (0.4%) and in the LGA (0.6%), compared to Greater Sydney (1.7%) and NSW (3.4%) • A greater proportion of the population born overseas in a non-English speaking country in the immediate area (47.2%), the social locality (57.6%), the suburb of Castle Hill (43.7%) and the Hills LGA (39.8%), compared to Greater Sydney (32.8%) and NSW (30.3%) • A greater proportion of the population who speak a language other than English in the immediate area (46.1%), the Social Locality (57.3%), the suburb of Castle Hill (45.6%), and the Hills LGA (41.4%), compared to Greater Sydney (37.4%) and NSW (26.5%)
	<p>An older median age of residents in the immediate area (46), the social locality (40) and the suburb of Castle Hill (42), compared the Hills LGA (38), Greater Sydney (37) and NSW (39).</p>
	<p>A greater median weekly household income in the immediate area (\$2,250), the Social Locality (\$2,302), the suburb of Castle Hill (\$2,551) and in the Hills Shire (\$2,831) compared to Greater Sydney (\$2,077) but greater than that in NSW (\$1,829)</p>
	<p>A greater median weekly rent in the immediate area (\$580), the Social Locality (\$472), the Castle Hill Suburb (\$560) and in the Hills Shire LGA (\$580), compared to Greater Sydney (\$470), but greater than that in NSW (\$420)</p>
	<p>Higher unemployment rates in the Social Locality (5.2) compared to the immediate area (3.3), the suburb of Castle Hill (4.4), the Hills LGA (4.1), Greater Sydney (5.1) and NSW (4.9)</p>
	<p>A larger proportion of the population who are married in the immediate area (64.1%), the Social locality (59.0%), the suburb of Castle Hill (60.1%), and The Hills LGA (61.3%) compared to the Greater Sydney (48.3%) and NSW (47.3%)</p>
	<p>The majority of families are couple families with dependent children in the immediate area (47.5%), the Social Locality (44.5%), the suburb of Castle Hill (55.8%) and in the Hills LGA (59.2%) compared to Greater Sydney (48.4%) and NSW (37.9%).</p> <p>A greater proportion of one parent families in the social locality (15.9%), compared to the immediate area (14.1%), the suburb of Castle Hill (10.7%), the Hills LGA (10.0%), Greater Sydney (15.1%) and NSW (15.8%)</p>

	<p>The majority of households report owning one car in the immediate area (40.4%), the Social Locality (52.4%), compared to the suburb of Castle Hill (32.4%), the Hills LGA (28.4%), Greater Sydney 39.5% and NSW (37.8%)</p>
	<p>The majority of dwellings were separate dwellings in the immediate area (60.5%), the suburb of Castle Hill (73.7%) and in the Hills LGA (81.2%), compared to the identified social locality (35.9%), Greater Sydney (55.8%) and NSW (65.6%).</p> <p>A greater proportion of residents fully own their homes in the immediate area (50.2%) compared to the social locality (22.8%), the suburb of Castle Hill (35.0%), the LGA (31.0%), Greater Sydney (27.8%) and NSW (31.5%)</p> <p>The majority of residents are renting their dwellings in the Social Locality (51.8%), compared to the immediate area (21.4%), the suburb of Castle Hill (22.9%), the Hills LGA (20.4%), Greater Sydney (32.6%) and NSW (29.4%)</p> <p>The majority of dwellings are three bedroom in the immediate area (41.7%), compared to the Social Locality (32.3%), the suburb of Castle Hill (22.7%), the Hills LGA (20.2%), Greater Sydney (30.9%) and NSW (25.6%). Larger four or more bedroom dwellings are more common in the suburb of Castle Hill (59.9%) and in the Hills LGA (67.5%).</p>
	<p>The majority of employed residents work in professional roles in the immediate area (33.3%), the Social Locality (35.1%), the suburb of Castle Hill (34.7%), the Hills LGA (32.5%), Greater Sydney (29.3%) and NSW (25.8%).</p>

As is evident from the socio-economic and demographic characteristics of residents of the immediate area and the Social Locality are generally older, culturally diverse, married with children, residing in separate dwellings and working in well-paying occupations.

The proposed development will contribute to the diversity, type and style of housing in the area.

SEIFA Index

The Socio-Economic Indexes for Areas (SEIFA) measures the relative level of socio-economic disadvantage and/or advantage based on a range of Census characteristics.

There are two key Indexes that are commonly used to determine advantage or disadvantage:

- Index of Relative Socio-Economic Disadvantage (IRSD) which contains only disadvantage indicators (unemployment, income levels, education levels) which is

best used to distinguish disadvantaged areas but doesn't differentiate between those areas which are highly advantaged, and those that may be lacking a lot of disadvantage.

- Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) which contains indicators of disadvantage as well as indicators of advantage (professional occupations, high incomes, high levels of education attainment, larger dwellings).

A high SEIFA index means a lower level of disadvantage, whereas a lower score indicates a higher level of disadvantage.

Percentile scores are also created to indicate an approximate position of a small area compared to other Australian suburbs and localities. The higher the percentage indicates the higher the socio-economic status.

	Castle Hill 2021	The Hills LGA 2021	Greater Sydney 2021	NSW 2021
IRSD				
SEIFA Score	1090.2	1098.1	1010.0	1000.0
Percentile	94	96	48	42

Source: profile.id.com.au

Data from the 2021 Census shows that the suburb of Castle Hill, and the is slightly less advantaged than the wider The Hills Shire LGA and significantly more advantaged than residents of Greater Sydney and NSW.

The proposed development is unlikely to generate any negative social outcomes for people with specific socio-economic or demographic characteristics as it is a mixed-use development located in an area earmarked for high density residential development, close to public transport and that will include a proportion of affordable housing which ensures Community Housing managed accommodation for those on very low, low and moderate incomes.

5.3 Population Projections

Data compiled by Profile ID for The Hills Shire Council suggests the LGA is anticipated to experience modest growth of 29.5% to 2036. Profile ID notes that the Castle Hill suburb is likely to experience population growth of around 19.7% to 2036¹.

5.4 Crime data

The NSW Bureau of Crime Statistics and Research prepare crime *rate maps* and *hotspot maps* which identify densities of crimes in an area. The crime maps for the suburb of Castle Hill and the Hills Shire LGA indicate that the suburb and the LGA generally have low rates and low densities (compared to NSW) of crimes.

Table 3: Crime rate table:

Crime	Castle Hill suburb	The Hills Shire LGA	NSW
Assault	277.1	269.3	900.8
Domestic Assault	158	153.9	457.5
Non-domestic assault	109.4	108.7	411.5
Assault Police	9.7	6.7	31.8
Robbery	21.9	13.5	22
Theft	1,538.6	1,081	2181
Malicious damage to property	235.8	203.9	564.4
Sexual offences	175	103.4	252.3

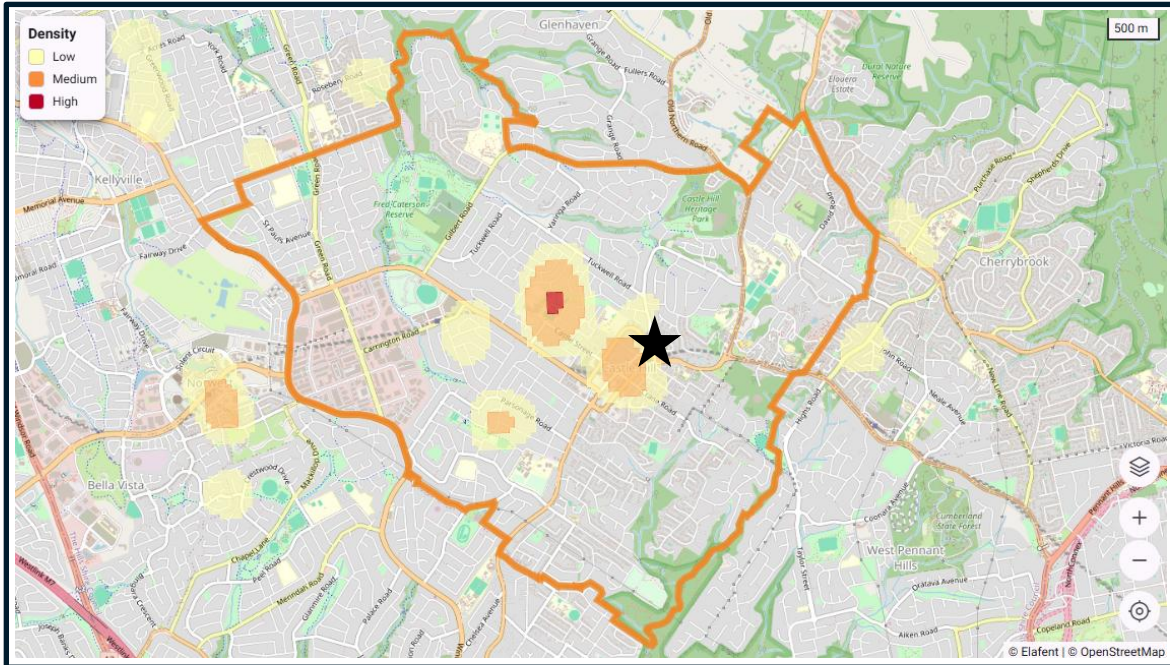
July 2024 – June 2025 - <http://crimetool.bocsar.nsw.gov.au/bocsar/> (accessed November 2025)

The proposed development is unlikely to result in any change to the existing crime rates in the area.

¹ <https://forecast.id.com.au/the-hills/about-forecast-areas?WebID=150>

BOCSAR also prepares 'hotspot' maps, that geolocate crimes close to where they occur. The subject site is on the edge of low-density 'hotspot' for domestic-related assault.

Domestic-related assault



5.5 Affordable Housing

Affordable housing is housing that is open to people on a wider range of incomes than social housing².

Affordable housing is often managed by charities, not-for-profits or community organisations.

Affordable rental housing is housing that meets the needs of people on very low to moderate incomes and is priced so that they can afford other basic living costs such as food, clothing, transport, medical care and education.

² <https://www.nsw.gov.au/housing-and-construction/renting-a-place-to-live/renting-a-property-nsw/low-cost-housing-options#toc-affordable-housing>

Affordable housing may include a range of accommodation types and sizes, including single or multi-bedroom units, houses and studio apartments.

Many people need affordable rental housing for lots of different reasons, including people who work full or part time in lower paying jobs. It can also include people who are experiencing change in their lives with impacts on their financial situation such as having a baby, divorce or leaving home for the first time.

Affordable housing is ideally located throughout a community, but, like other forms of affordable housing such as boarding house accommodation, it is best place in areas with good access to public transport, retail (supermarkets), recreation opportunities and medical/allied health services (hospitals, medical centres, dentists, pharmacies etc). Locating affordable housing close to transport and services reduces the reliance on private cars, encourages walking, allows for the retention of established community links and relationships and contributes to residents being able to age in place.

Rent for affordable housing is typically set in two ways, the first being rent set at a discount on current market rent. The usual discount is between 20% to 25% below market rent. The second is to set rent as a proportion of a households before tax income. In this instance, households may be charged between 25% and 30% of their before income tax for rent.

Data from the *NSW Government Local Housing Kit* based on data from 2024 identifies that The Hills Shire Council area had a total of 105 affordable rental properties.

The kit notes the following in terms of the percentage of affordable rental stock in the area:

Table 4– Affordable rental stock

The Hills Shire Council	% of affordable rental stock
Very low incomes	2
Low incomes	8
Moderate incomes	60

The data highlights that of the 1,574 renters on very low incomes, 1,537 (97.6%) are experiencing rental stress. For the 1,826 renters on low incomes, 1,336 (73.1%) report rental stress.

Housing targets for The Hills Shire to 2029 seek to build a total of 23,330 new homes, with a target of 4,660 homes per year³.

5.6 Existing services and infrastructure

Table 5 - Existing services and facilities:

Service	Distance to site	Ability to accommodate additional demand
Child care centres		
Milestones Early Learning Centre, 14 Garthowen Cres	300m	Vacancies on all days for all ages
Castle Hill Montessori Academy, 230 Old Northern Road	1.0km	Vacancies on all days for all ages
Hills Adventist College Early Learning Centre, 84-88 Cecil Avenue	1.1km	No vacancies
Papilio Early Learning Castle Hill, 1 Kerrs Road	1.4km	Vacancies on all days for all ages
First Grammar Castle Hill, 1 Rowallan Avenue	1.3km	No vacancy
Castle Hill Early Learning Centre, 79 Showground Road	1.5km	No vacancy
Alphabet Cottage, 30-32 Brisbane Road	750m	No vacancy
Hills Kidz Early Learning Centre, 83 Showground Road	1.6km	No vacancy

³ <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-targets/the-hills-councils-housing-snapshot>

Service	Distance to site	Ability to accommodate additional demand
Heritage House Castle Hill Childcare & Early Learning Centre, 45 Fishburn Cres	1.8km	No vacancy
Genius Childcare Castle Hill, 35 Walsh Avenue	2.2km	Vacancies on all days for all ages
Keen Kiddies Early Learning Centre, 160-162 Excelsior Ave	1.9km	Vacancies on all days for all ages
Excelsior Ave Child Care Centre, 189 Excelsior Avenue	2.2km	No vacancy
The Discovery House, 8 Bounty Avenue	1.9km	Vacancies on all days for all ages
Kids @ Little School, 112 Parsonage Road	2.9km	Vacancies on all days for all ages

Service	Distance to site
Education Establishments	
Excelsior Public School, Rondelay Drive, Castle Hill	2.7km
Gilroy Catholic College, 17-37 Marie Street	1.9km
Castle Hill Public School, 5 Les Shore Pl, Castle Hill	650m
Oakhill Drive Public School, 1-5 Oakhill Drive Castle Hill	3.2km
Samuel Gilbert Public School, Ridgescrop Drive Castle Hill	3.5km
Hills Adventist College, 84-88 Cecil Avenue Castle Hill	1.1km
St Bernadette's Primary School, 357 Old Northern Road, Castle Hill	500m
Oakhill College, 423/513 Old Northern Road, Castle Hill	1.7km
St Angela's Primary School, 40 Harrington Ave, Castle Hill	4.7km

Service	Distance to site
Castle Hill High School, 76-100 Castle Street, Castle Hill	1.4km
St Gabriel's School, 190 Old Northern Road Castle Hill	1.4km
Redeemer Baptist School, 215-219 Old Northern Road, Castle Hill	1.3km
Medical/Hospitals	
Castle Hill Medical Centre, The Mall, Level 1, Castle Mall 4, 16 Terminus Street	100m
MyHealth Castle Towers, Shop 258A Castle Towers Shopping Centre, 6-14 Castle Street	100km
Lakeview Private Hospital, 17/19 Solent Cct Norwest	5.9km
The Hills Private Hospital, 499 Windsor Road, Baulkham Hills	3.8km
Health Zone Barwell Medical Centre, Suite 16, 1/9 Barwell Ave	900m
The Hills Community Health Centre, 183-187 Excelsior Ave Castle Hill	2.1km
Inbalance Health, 77 Castle Street Castle Hill	1.4km
Public Transport	
Castle Hill Metro	400m
Bus stop, Old Castle Hill Road at Garthowen Cres	70m
Open Space/Recreation	
Eric Fenton Reserve, Pennant Street	100m
Arthur Whitling Park, Old Northern Road	400m
Pioneer Park, Pioneer Place	1.1km
Coolibah Street Reserve, Coolibah Street	600m
Lawrence Oval & Damian Oval, Old Northern Road	1.8km
Western Sydney Aquatics, Old Northern Road	1.8km
Community Facilities	
Castle Hill Library, Pennant Street	600m
Castle Hill Cultural Centre, Pennant Street	600m

Service	Distance to site
Youth Trax, Arthur Whitling Reserve	600m
Castle Hill Senior Citizens Club, McMullen Avenue	130m

Sources: startingblocks.gov.au; thehills.nsw.gov.au – Community Information Directory; google maps; WayAhead Directory

5.7 Similar projects

A review of the NSW Planning Portal identified a number of existing SSD projects for mixed use developments located in The Hills Shire LGA. None of the identified SSD projects are in the vicinity of the subject site.

A review of consultation undertaken to inform the SIA for each project was undertaken, summarised in Table 6 below, outlining the social impacts identified as being associated with each of the studies.

Table 6 – Similar projects

Project description & consultation activities	Impacts identified
16-30 Dawes Avenue, 2-10 Cadman Crescent & 4-8 Hughes Avenue SSD-80229956 (Assessment)	
Residential development with infill affordable housing – modification of previous DA which provided consent for 280 apartments of eight residential flat buildings of 6 storeys in height, to: <ul style="list-style-type: none"> • 360 units including 46 affordable housing units • An additional two storeys on each building • Modification of basement • Communal rooftop spaces. 	<ul style="list-style-type: none"> • Impact on existing infrastructure (schools, health, transport) • Bulk and scale • Affordable housing and impacts on socio-economic character of residents. • Construction impacts • Density
2 Fishburn Crescent SSD-83112728 (Exhibition)	
Residential development comprising approximately 393 apartments in three buildings over three levels of car parking and including 23-35 affordable housing apartments	<ul style="list-style-type: none"> • Not yet available

93-107 Cecil Avenue and 9-10 Roger Ave SSD-78156221 (Response to submissions)	
<p>Mixed use development with infill affordable housing over 4 buildings, with:</p> <ul style="list-style-type: none"> • 615 apartments including 169 affordable housing units • Through site link • Basement car parking • Site landscaping. 	<ul style="list-style-type: none"> • Height & overshadowing • Density • Traffic impacts • Infrastructure • Property values • Affordable housing and the type of resident • Noise impacts • Construction impacts • Population growth.
19-25 Garthowen Crescent SSD-93777958 (Prepare EIS)	
<p>Residential flat building with in-fill affordable housing, comprising:</p> <ul style="list-style-type: none"> • Construction of a new 10-storey residential flat building development comprising: <ul style="list-style-type: none"> ○ Basement level car parking and services ○ 106 apartments ○ landscaping 	<ul style="list-style-type: none"> • Not yet available
325-329 Old Northern Road SSD-86785964 (Prepare EIS)	
<p>Shop top housing development and concurrent rezoning application for:</p> <ul style="list-style-type: none"> • Site preparation and early works • Construction of a new 25 storey shop top housing development comprising: <ul style="list-style-type: none"> ○ Six levels of basement comprising 216 spaces and waste room ○ A 6 storey podium with two levels of commercial and 4 levels of residential apartments. ○ A 19-storey residential tower. ○ Affordable rental housing 	<ul style="list-style-type: none"> • Not yet available
2-12 Dawes Ave, 55-69 Fishburn Cres, 14-34 Cadman Cres & 30 Hughes Ave SSD-64026959 (Prepare EIS)	
<p>Seniors Housing Development across 8 buildings with a maximum of 4 storeys and</p>	<ul style="list-style-type: none"> • Not yet available

comprising approximately 572 seniors living apartments, 120 aged care facility beds, a medical centre and ancillary facilities	
27-33 Middleton Avenue SSD-88215996 (Prepare EIS)	
Two residential flat buildings comprising a total of 150 dwellings include 5% affordable housing.	<ul style="list-style-type: none"> • Not yet available
36 Carrington Road & 44 Ashford Ave SSD-96088959 (Prepare EIS)	
Mixed use development with ground floor commercial up to 40 storeys in height with 394 dwellings including 15% affordable housing	<ul style="list-style-type: none"> • Not yet available
Terminus Street and 5-13 Crane Road SSD-95834209 (Prepare EIS)	
Mixed use development with approximately 152 dwellings, 5% affordable housing and concurrent rezoning.	<ul style="list-style-type: none"> • Not yet available

In addition, as advised by local residents during the consultation process, there is an approved development at 28 Garthowen Crescent for a mixed use development comprising 253 units, and a hotel with 143 rooms.

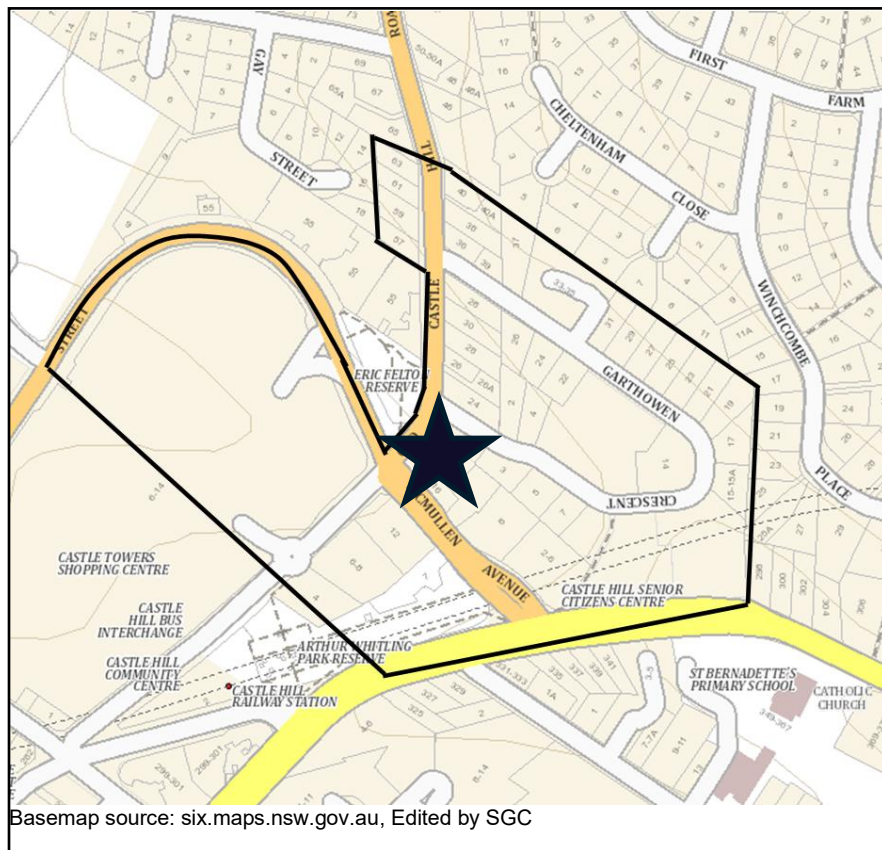
6.0 COMMUNITY & STAKEHOLDER ENGAGEMENT

As required under the *Guidelines*, community engagement was undertaken as part of the preparation of the application.

Residents and tenants of properties immediately surrounding the subject site were advised of the proposal by way of notice delivered to their letterboxes on 7 August 2025. A copy of this notice is included at Appendix B. The properties notified are those considered most likely to experience impacts as a result of the proposed development as a result of physical proximity.

In total, 369 notices were distributed to occupied properties in the area illustrated on Figure 6.

Figure 6 – Notification Area



Recipients of the notice were requested to comment within 28 days of the date of the notice. Recipients were also invited to seek out additional information about the proposal, and a community information package was sent on request. Recipients were also invited to register for a *Community Information Webinar* to find out additional information on the proposal.

At the time this report was finalised, a total of 30 responses (phone calls and emails), had been received. The following issues were raised during the consultation process:

- Proposed height – impact on sunlight and overshadowing
- Traffic impacts & road safety
- Demand for on-street car parking.
- Noise and vibration impacts during construction (after having just had construction across the road)
- Cumulative impacts associated with ongoing building works and population associated with new flat buildings
- Need for upgrades to Old Castle Hill Road
- Population density.
- Impact on quiet of the area
- View impacts
- Impact on infrastructure (transport, schools, shops, parks and open spaces)
- Not in keeping with Council policies
- Creation of a wind tunnel

Notices were also sent to:

- The Hills Shire Council
- Deerubbin Local Aboriginal Land Council
- NSW Police
- Castle Towers Shopping Centre Management
- Department of Communities and Justice (Housing)
- Western Sydney Local Health District
- Transport for NSW

No local newspaper was identified as being in publication in the area, and this was confirmed by local residents. The broader community was notified of the proposal through a public notice placed in the *Daily Telegraph* on 14 August 2025.

A *Community Information Webinar* was held on 26 November 2025, facilitated by the report author, and co-presented by Urban Property Group, Colliers Urban Planning, Stantec and project architects, Studio SC . In total 10 registrations were received and 8 participants logged into the Webinar, which ran for an hour. The webinar included updated information about the proposal and provided an opportunity for questions and/or comments from community members

Issues raised during the Webinar included:

- Traffic impacts on Garthowen from the proposal and in the context of existing and recently approved developments.
- Exacerbation of existing traffic congestion
- Demand for on-street car parking during construction and on completion
- Potential road conflicts associated with driveway for subject application and access driveway for approved hotel to the north
- Height of the proposal, including overshadowing and the lack of transition from 3-5 storey residential developments
- Impact on property values
- Visual impacts
- A lack of confidence about the application of Construction Traffic Management Plans based on recent experience

A meeting was held with members of the project team and representatives of The Hills Council on 29 November 2025. The following matters were discussed:

- Forward Planning & Rezoning
- Traffic
- Waste Management
- Engineering
- Trees & Landscaping

- Environmental Health
- Planning matters.

Two meetings were also held with the State Design Review Panel in the early planning stages of the project. The details of these meetings are included in the Engagement Report accompanying the application.

Other reports accompanying the application include:

- *Environmental Impact Statement* prepared by Colliers Urban Planning
- Architectural plans prepared by Studio SC
- *Transport Assessment* prepared by Stantec
- *Landscape Plans* prepared by Arcadia
- *Noise and Vibration Impact Assessment* prepared by RWDI
- *Aboriginal Cultural Heritage Assessment* prepared by Regal Heritage

7.0 SOCIAL IMPACT ASSESSMENT

Social impacts refer to the social or community consequences of a proposed development. Social Impact Assessments typically involve processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of developments, and consideration of any social change processes generated by developments.

To inform a SIA, consideration is made of the existing socio-economic and demographic characteristics of the area in which a proposed development is situated; identification of the likely changes to that population brought about by the proposed development; whether the potential impacts of a proposed development are likely to be short or long term; and whether a development is likely to generate unreasonable or unexpected social impacts in the local community, when balanced against the potentially positive social impacts generated.

The proposed development is assessed against the following areas of potential impact:

7.1 Way of Life

As detailed the in *Guidelines*, consideration should be made of the potential impacts on way of life of existing residents, in particular:

- *How will people's daily lives change during construction?*
- *What are the long-term impacts (potentially positive and negative) of altered urban form on how people life, work, get around, and interact socially?*

The proposed development will result in short-term disruption to the daily way of life of existing residents, and those who regularly utilise roads around the subject site. This disruption will most likely relate to noise associated with truck movements, demolition, dust and construction and only likely to be present during the construction period and are therefore considered temporary impacts.

Noise generated as a result of the construction/fit out process are temporary impacts and are able to be addressed through conditions of consent limiting the time that works can be undertaken on the site.

It is not anticipated that noise emissions from the proposal, once complete, will generate any unreasonable or unexpected noise impacts. Noise from residential apartments will be indistinguishable from other residential uses.

A *Noise and Vibration Impact Assessment* prepared by RWDI accompanies the application. That Report considers potential noise associated with demolition and construction, as well as considers noise emissions and intrusions associated with the proposal on completion.

The *Noise and Vibration Impact Assessment* includes a number of material and operational recommendations to reduce noise emissions associated with the operation of the proposed development.

The *Noise and Vibration Impact Assessment* includes recommendations to minimise impacts associated with construction and operation including the preparation of a Construction Noise and Vibration Management Plan and that all reasonable and feasible measures be implemented to minimise construction noise and vibration impacts.

With the addition of the proposed residential development, there are likely to be increases in traffic on local roads associated with both the residential and commercial/retail component of the proposal. Increased traffic on local roads can lead to changes in people's way of life in respect of how and when they leave for work, school, or appointments and the potential need to adjust this to accommodate changes in traffic.

Traffic congestion was a key issues raised during the community engagement process with feedback (raised by 100% of community members) noting existing congestion on local streets, as well as issues with access to Old Castle Hill Road. Concern was expressed about the potential volume of resident vehicles entering and exiting the site on Garthowen Avenue.

The socio-economic and demographic characteristics of existing residents of the Social Locality indicates that the majority of households report owning one car (40.4%). It is relevant to note the predominant form of housing in the area are separate four or more bedroom dwellings. It is likely that future residents of the accommodation on the site may have lower rates of car ownership due to the proximity of the site to e Castle Hill Metro Station, and bus services.

However, given the number of units proposed and the likely significant increase in resident population on the site, it is likely that there will be a cumulative increase in traffic congestion on local roads, compared to existing levels. Increased congestion on local roads may result in changes to the way people live and how they plan their day.

The *Transport Impact Assessment* Report prepared by Stantec assesses the traffic and parking implications of the proposed development and notes that based on traffic modelling results, there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development noting future intersection upgrades have been considered for the Future Year 2039 Scenario based on information provided by the Hills shire Council.

The *Traffic Impact and Parking Assessment* also notes proposed road upgrades being planned by Council and Transport for NSW including the installation of a median strip on Old Castle Hill Road, road widening on Old Castle Hill Road, and a roundabout at the northern intersection of Old Castle Hill Road & Garthowen Crescent. These proposed future works will assist in addressing some of the identified traffic congestion and access issues in the area.

The proposed development is unlikely to result in any impacts on how existing, or future residents interact socially.

No public spaces are removed as a result of the proposal.

The proposed development is located on a site that has been zoned for and assessed to be suitable for a high-density mixed-use development and as such, development on the

site is expected. The subject application is unlikely to generate any significant or long-term impacts requiring mitigation in terms of the way of life of existing or future residents, workers or visitors to the area.

7.2 Community

The *Guidelines* note consideration should be made to the following areas of the community:

- *Will community cohesion be impacted during construction?*
- *Will there be changes to community character, composition, and sense of place following development?*

The proposed development is unlikely to result in any impacts for community cohesion during construction. The site is located away from public open spaces.

The proposed development is unlikely to generate any negative impacts in terms of community cohesion.

The proposed development proposes a total 42 dedicated affordable rental housing units, including a mix of one, two and three bedroom dwellings, providing housing for key workers and those on very low, low and moderate incomes. Provision of a proportion of the accommodation to those on low incomes is unlikely to result in any negative impacts in the area. The mix of accommodation types and costs will contribute to a diverse population.

The proposed development represents a positive social impact in terms of the provision of more diverse housing types in the area, on a site that has easy access to bus and train transport. The proposed development is unlikely to result in any material changes to the composition of the local community, nor are they likely to result in any increased demand for community facilities.

7.3 Accessibility

The *Guidelines* note that in respect of accessibility, the proposed development should be considered in respect of:

- *Will accessibility of services be disrupted during construction?*
- *What are the likely improvements to accessibility of services and facilities following development?*
- *Will the project impact accessibility of or demand for community facilities, services and public space?*

It is unlikely that access to services will be disrupted during construction. The construction will be confined to the site area, with the exception of some impacts on the local roads associated with trucks and deliveries. These impacts can be controlled to an extent through conditions of consent, and application of Construction Management and Traffic Management Plans.

The subject site is unlikely to impact access to public transport, education, community or health services.

It is acknowledged that the proposed development is likely to result in increased traffic on local roads, during construction and on completion. The *Transport Impact Assessment* accompanying the application notes there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development noting future intersection upgrades have been considered for the Future Year 2039 Scenario based on information provided by the Hills shire Council.

The proposed development does not remove any community or recreation facilities or services from the area. The additional resident population may increase demand for services and facilities in the area including child care, education, libraries, healthcare & waste removal.

A list of existing services and, where relevant, their capacity to accommodate additional demand, where available, is included in Chapter 5.6.

Information on the School Infrastructure NSW websites notes proposed upgrades to both Castle Hill Primary School and Samuel Gilbert Public School. A new primary school, North Kellyville Primary School for 1000 students is proposed.

Accessibility in and around the site has been considered in the design of the overall development and lift access is provided to all levels.

19 adaptable/accessible apartments are included in the proposal, including a mix of one, two and three bedroom dwellings. Accessible parking spaces are provided within the parking areas.

Feedback from Council and from community members included concern that existing social infrastructure (open spaces, schools, health care and public transport) would be unable to accommodate the additional demand associated with increased population.

Council's website notes that the LGA has over 300 parks and reserves in both urban and rural environments⁴. There are a number of parks and reserves in proximity to the subject site, as detailed in Chapter 5.6.

Communal open spaces are provided for residents of the proposal, including at ground level, and on Level 30 where a communal room is provided, linking to communal outdoor space that includes a swimming pool, seating areas and landscaping. The inclusion of communal spaces within the proposal may reduce some demand for public services.

As detailed in Chapter 5.6, the subject site is well located to existing social infrastructure including public transport in the form of the Metro and buses, shops, including Castle Towers, open space and schools.

NSW Government policies prioritising housing are being considered in the context of existing and future infrastructure including schools and transport.

⁴ <https://www.thehills.nsw.gov.au/Venues/Parks-Recreation>

7.4 Culture

The *Guidelines* recommend consideration of impacts on culture, in particular:

- *Will there be changes to the cultural composition of the community?*
- *Will cultural heritage values be impacted?*
- *Will there be opportunities for cultural expressions (e.g. through design)?*

As detailed in Chapter 4.2, the existing community in the Social Locality and in the suburb of Castle Hill is a diverse community.

The proposal includes a mix of 90 x one bedroom, 194 x two-bedroom, 83 x three-bedroom, and 4 x 4-bedroom dwellings, which, based on the average number of people per bedroom for the suburb of Castle Hill at the 2021 Census of 0.8, will result in a likely population on the site of approximately 595 people.

The incoming population may result in some changes to the cultural composition of the community, however, there is nothing about this change that is unexpected, or likely to result in any negative social impacts.

Cultural heritage values have been considered in the *Environmental Impact Statement* prepared by Colliers Urban Planning. The design principles applied to the project include 'Starting with Country' which included engagement with local Aboriginal representatives and bodies, engaging in a co-design process and workshops, seeking endorsement and investigate other opportunities for connection and engagement.

The design of the building has been informed by a walk on Country, as described in the Urban Design Report prepared by Studio SC.

An *Aboriginal Cultural Heritage Assessment* (ACHA) prepared by Regal Heritage accompanies the application. That report identified that there were no Aboriginal object(s)/site(s) or potential subsurface archaeological deposits identified within

the subject area, Aboriginal people still maintain a close connection to the wider area and the area still has significant social values to the Aboriginal community. The ACHA recommends ongoing consultation for the life of the project with Registered Aboriginal Parties.

7.5 Health and wellbeing

The *Guidelines* pose the following questions in respect of potential impacts on health and wellbeing:

- *How will urban densification impact people's psychological health?*
- *Could the development exacerbate or reduce social exclusion of marginalised groups?*
- *How will the new development meet the needs of residents, workers and visitors for open space, active travel and access to health and community services?*

Residents of surrounding properties expressed opposition to the proposed height, scale and potential impacts of the proposal, particularly as it related to overshadowing and potential impacts on health and property values. It was noted in feedback by a number of residents that the proposal was significantly greater than the Council height controls for the site.

To balance the urban densification, and to provide opportunities to enjoy landscaped open space, and recreation opportunities, the proposal includes landscape areas for residents, including:

- Communal open spaces on Level 1 and Level 30, including a pool and communal outdoor space on Level 30
- Ground level landscaping.

The aim of the communal spaces and communal open space is to encourage people out of their homes, and to enjoy outdoor spaces and meet their neighbours.

Psychological health will also benefit from opportunities to secure a range of housing options and sizes in the current environment where there is an acknowledged housing

crisis, with limited rental vacancies, and high demand for rentals pushing prices up. In addition, the provision of dedicated affordable housing, managed by a Community Housing Provider provides secure and affordable housing for people on very low, low, and moderate incomes. A sense of housing security can reduce psychological stress associated with insecure housing.

The dedicated affordable housing dwellings, ensuring a socio-economically diverse population. The proposal also includes 63 adaptable dwellings, ensuring people of all abilities have access to accommodation.

Active travel is encouraged through the provision of 160 bicycle parking spaces through the development. Bus and rail transport options are located within close proximity to the subject site. A *Green Travel Plan* has been prepared as part of the *Transport Impact Assessment*, highlighting the accessibility of the site to public transport options, reducing dependence on private vehicles.

The proposed development does not remove any community services, nor does it impede access to community services in the area.

7.6 Surroundings

The *Guidelines* suggest consideration of the potential impacts of a development on its surroundings, in particular:

- *Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values?*
- *What changes will there be to public open space, public facilities or streets?*

The proposed development is likely to result in some short-term environmental impacts associated with noise and dust from excavation and construction. The design of the buildings and individual units has been undertaken to ensure compliance with relevant codes and regulations in respect of access to sunlight, and ventilation.

As previously noted, the proposed development, on completion, is unlikely to result in any unexpected or distinguishable noise impacts in the area.

The proposed development does represent a departure from the current situation in terms of the visual impact. As detailed in Chapter 6.0, some community members raised concerns regarding the change in the visual character of the area. It is noted that the change in visual presentation is not unexpected given the overall zoning and desired future character of the site as detailed in the site specific DCP.

Project architects, Studio SC, in their *Urban Design Report*, note that the design of the building has been in response to the emerging metropolitan character of Castle Hill, which has changed since the opening of the Metro from a traditionally low-rise suburban centre to a metropolitan destination and focal point for housing, employment and community infrastructure. Studio SC also noted that the height and scale of the proposal are consistent with the areas planned evolution providing a slender tower form that minimises bulk, protects key view corridors and steps into the skyline.

Nearby residents and tenants may experience disturbance associated with the construction process. Community members noted that they had just experienced construction related noise and traffic impacts associated with the recently completed 'Reve' apartments and that the subject proposal, along with other approved projects, would result in protracted and potentially cumulative construction related impacts.

A Construction Pedestrian Traffic Management Plan will be prepared prior to any works being undertaken to detail how construction traffic and pedestrian safety will be managed during the construction process.

No public space or public facilities are impacted by the proposed development. Local streets may experience some impacts associated with truck movements during construction, and some increased traffic associated with operation of the proposed commercial, retail and residential uses. The extent of this impact is considered in the *Transport Impact Assessment* accompanying the application.

7.7 Livelihoods

The Guidelines note that consideration should be given to livelihoods, specifically:

How will livelihood impacts and benefits be distributed?

The proposal provides a number of positive impacts in respect of livelihood through the generation of employment. Employment will be generated in the following areas:

- Demolition, excavation & construction including workers, trades, labourers suppliers, & contractors
- Fit out of residential dwellings
- Employment opportunities related to the ongoing maintenance of the site
- Employment opportunities for staff of the Community Housing Provider in managing the affordable rental housing
- Employment opportunities in the retail use on the site.

The proposal will create employment opportunities across all stages and into the future, representing a positive social benefit for the local community. The positive employment and livelihood benefits are likely to be distributed across a range of areas with construction related employment benefits likely to be drawn from a wide area across Sydney.

7.8 Decision-making systems

The *Guidelines* highlight the importance of opportunities for the local community to be informed about decisions:

- *Are there adequate and responsive grievance and remedy mechanisms in the event of complaints?*
- *Can affected people can make informed decisions and feel they have power to influence project decisions, including elements of project design.*

As detailed in Chapter 6.0, the local community was invited to comment on the proposed development via a variety of communication avenues. The intent of the community engagement was to ensure that the local community and key stakeholders had the opportunity to gain information about the proposal, and comment on potential impacts and raise any concerns.

Contact details for the site manager will be on display during construction and the local community will be able to contact them if there are any issues with the operation of the site. Centre management will be responsible for the operation of the commercial and retail spaces.

The affordable housing component of the development will be managed by a community housing provider, details of which are to be on display in the residential foyer.

7.9 Issues raised during community engagement

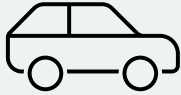
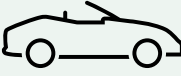
As detailed in Chapter 6.0, the following issues were raised during the community engagement processes:

- Proposed height – impact on sunlight and overshadowing
- Traffic impacts & road safety
- Demand for on-street car parking.
- Noise and vibration impacts during construction (after having just had construction across the road)
- Cumulative impacts associated with ongoing building works and population associated with new flat buildings
- Need for upgrades to Old Castle Hill Road
- Population density.
- Impact on quiet of the area
- View impacts
- Impact on infrastructure (transport, schools, shops, parks and open spaces)
- Not in keeping with Council policies

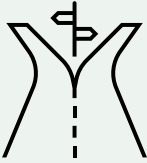

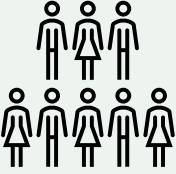
Impacts on way of life brought about increased traffic and congestion, and construction related impacts (noise, vibration, dust, air quality, dirt etc) have been addressed in Chapter 7.1. Potential noise emissions on completion of the development are also discussed in Chapter 7.1.

Infrastructure and existing services have been considered in Chapter 7.3 where it is noted that existing local public schools have been earmarked for upgrades, and a new 1000 place public school is proposed for Kellyville. Further investment in schools and other infrastructure will be required to support the planned increase in housing in The Hills LGA as envisaged by the State Government.

Visual impacts are discussed in Chapter 7.6.

Theme/Issue	Detail	Response
<p style="text-align: center;">Traffic</p> 	<ul style="list-style-type: none"> • Traffic already problematic and will be exacerbated with proposal. • Construction related traffic • Cumulative traffic impacts with new, under construction, and proposed developments in proximity • Road safety • The need for local roads to be widened and upgraded to accommodate additional traffic 	<ul style="list-style-type: none"> • Traffic Impact Assessment (TIA) accompanies the application. • The TIA includes detail of the estimated traffic generation of the proposal and assesses the impacts on the surrounding road network. This is informed by traffic surveys and SIDRA (traffic modelling software) assessments that quantify existing and post-development conditions. • Cumulative impacts are also considered in the TIA.
<p style="text-align: center;">Parking</p> 	<ul style="list-style-type: none"> • Demand for on-street parking during construction • Experiences with construction workers parking over driveway. • The need for sufficient parking provision within a development to minimise demand for on-street parking 	<ul style="list-style-type: none"> • Onsite car parking is provided in accordance with the SEPP Planning Provisions, TfNSW Guidelines and Council's controls. • Provision is made for on site for a loading zone for the retail space, waste removal and a truck turning area.

Theme/Issue	Detail	Response
<p data-bbox="321 243 407 275">Height</p> 	<ul data-bbox="500 243 1068 457" style="list-style-type: none"> • Not in keeping with existing character. • No transition between proposal and existing developments. • Overshadowing impacts • Not in line with Council's Policies 	<ul data-bbox="1094 243 1544 1234" style="list-style-type: none"> • Under the current planning controls, there is no maximum height limit. • The proposed height is generally in accordance with the surrounding high density character of the area, consistent with the additional capacity delivered by the Metro Station. • Overshadowing assessment studies will be undertaken as part of the preparation of the application to fully assess impacts and seek to minimise overshadowing of existing residences. • The proposal will be designed to comply with ADG to ensure compliance with required building separations and to minimise overlooking to adjoining properties.
<p data-bbox="264 1257 461 1329">Construction related impacts</p> 	<ul data-bbox="500 1257 1068 1566" style="list-style-type: none"> • Noise and vibration • Congestion on Garthowen Crescent • Cumulative impacts with multiple developments in close proximity • Scepticism around the application of management plans based on recent experience. 	<ul data-bbox="1094 1257 1544 1839" style="list-style-type: none"> • A Construction and Demolition Waste Management Plan will be provided to manage construction waste, processes and disposal. • Construction-related traffic impacts are considered in the Traffic Impact Assessment accompanying the application. • A Construction Traffic Management Plan will be prepared. • The Acoustic Assessment includes recommendations to

Theme/Issue	Detail	Response
<p>Impact on infrastructure</p> 	<ul style="list-style-type: none"> Ability of public transport, schools, shopping centres, child care to accommodate additional demand. 	<p>minimise construction noise impacts.</p> <ul style="list-style-type: none"> NSW Government policies prioritising housing are being considered in the context of existing and future infrastructure including schools and transport. Cumulative impacts associated with a proposal are required to be considered in the reports accompanying the application. Increased demand on public transport will provide support for increased services to the area.
<p>Health impacts</p> 	<ul style="list-style-type: none"> Loss of sunlight to properties. 	<ul style="list-style-type: none"> Noted. The extent of the shadow cast by the proposal is illustrated on the plans accompanying the application.
<p>Cumulative impacts</p> 	<ul style="list-style-type: none"> Concerns regarding multiple construction projects occurring at the same time. Cumulative impacts associated with multiple projects and the populations they will bring on completion. Population density 	<ul style="list-style-type: none"> Cumulative construction related impacts can be managed through coordination between sites. The subject proposal will increase population density on the site and contribute to the growing population. The NSW Government is pushing for additional housing in well located areas to address the current housing shortage.

7.10 Cumulative impacts

Cumulative impacts likely to be generated relate to those associated with construction, and those that may arise on completion of the subject application and other similar projects currently under construction in the area. Cumulative impacts may also be apparent post-construction associated with increased population density and increased traffic on local roads.

The nature of development on the site will result in a change to the site and an increase in resident population, however this change is not unexpected given the zoning of the site and the future area. The change is further supported by government as articulated through strategic and statutory planning for The Hills Shire LGA. The change to the site is considered to be desirable as it creates significant employment and economic growth and provides diversity and quantities of housing and contributes to the future housing needs of the area.

The potential for cumulative impact is addressed through the implementation of management and mitigation measures provided in the specialist investigations including the *Acoustic Impact Assessment*, *Traffic Impact Assessment*, among others.

It is recommended that coordination between construction sites occurs to minimise impacts on existing residences and on local roads. Coordination of trucks, and of activities that generate significant noise is recommended, as is ongoing communication with existing residents about work schedules.

7.11 Public interest benefits

The proposed development, will provide a number of public interest benefits, including:

- Construction of a mixed use development on a site earmarked for high density development due to its location and proximity to transport, shops and services;
- Development of the site in line with the objectives and aims of the site-specific DCP;
- Provision of affordable housing for those on very low, low to moderate incomes in a location that is close to public transport, shops and services;
- Employment generation in the planning, implementation, and construction of the proposed development, and in the operation of the commercial space.

- Employment generation in ongoing maintenance of the building and grounds.
- Employment generation for Community Housing providers.

8.0 ENHANCEMENT, MITIGATION AND MONITORING

The proposed development is unlikely to generate any long term or significantly negative social impacts that require mitigation. While it is acknowledged that the proposed development and resultant increase in activity and population represents an intensification of use of the site, that intensification of use is not unexpected in the context of the Castle Hill Town Centre, and housing targets for the LGA.

Potential impacts associated with construction noise are short term in nature. These are able to be controlled through conditions of consent around work and delivery times and construction practices.

As detailed in Table 6 of the Department of Planning and Environment's *Social Impact Assessment Guidelines – Technical Supplement*, social impacts can be considered in respect of their significance utilising the following matrix:

		Magnitude level				
		1	2	3	4	5
Likelihood level		Minimal	Minor	Moderate	Major	Transformational
A	Almost certain	Low	Medium	High	Very High	Very High
B	Likely	Low	Medium	High	High	Very High
C	Possible	Low	Medium	Medium	High	High
D	Unlikely	Low	Low	Medium	Medium	High
E	Very unlikely	Low	Low	Low	Medium	Medium

The following table highlights the potential social impacts associated with the proposed works:

Identified impact	Likelihood	Magnitude level	Duration	Pre-mitigated social impact significance	Proposed mitigation/enhancement/monitoring	Residual social impact post mitigation
Positive						
Housing diversity and type	Certain	High	Ongoing	High	No enhancement measures identified.	Certain, Major = Very High
Housing affordability	Certain	High	Ongoing	High	No enhancement measures identified.	Certain, Major = Very High
Employment	Certain	High	Both short term and ongoing	High	No enhancement measures identified.	Certain, Major = Very High
Accessibility	Certain	High	Ongoing	High	No enhancement measures identified.	Certain, Major = Very High
Negative						
Construction impacts (noise, vibration, dust, traffic & parking)	Certain	Moderate	Short term-associated with construction only	High	<p>Best practice measures to minimise construction noise should be implemented as part of the Construction Noise and Vibration Management Plan.</p> <p>The recommendations included in the <i>Noise Impact Assessment</i> should be implemented.</p> <p>Traffic control mitigation measures should be included as part of the Construction Traffic Management Plan.</p>	Likely, moderate = high
Increased population	Certain – intended outcome of application	Moderate	Ongoing	High	The subject application relates specifically to the construction of a high density mixed-use development and as such, the proposal will result in an increase in population on the site.	Almost certain, moderate = High

Identified impact	Likelihood	Magnitude level	Duration	Pre-mitigated social impact significance	Proposed mitigation/enhancement/monitoring	Residual social impact post mitigation
					While the potential impact is high, there is nothing about the increase in population on the site that requires specific mitigation measures.	
Noise impacts	Likely	Minimal	Ongoing	Low	Resident noise is unlikely to require any mitigation measures. It is recommended that the noise mitigation measures and treatments proposed in the <i>Noise Impact Assessment</i> be implemented including permissible hours for deliveries and waste removal, to reduce any noise impacts for residents on the site, and at surrounding premises.	Likely, Minimal + low
Traffic and parking impacts	Likely	Moderate	Ongoing	High	No specific mitigation measures identified. The recommendations noted in the <i>Traffic Impact Assessment</i> should be applied to the development to reduce traffic impacts. Green Travel Plan is to be supported and future residents encouraged to participate in the plan.	Possible, moderate = medium

Identified impact	Likelihood	Magnitude level	Duration	Pre-mitigated social impact significance	Proposed mitigation/enhancement/monitoring	Residual social impact post mitigation
Visual impact	Likely	Moderate	Ongoing	Low	No mitigation measures identified.	Likely, moderate = High
Overlooking and overshadowing	Likely	Moderate	Ongoing	Medium	<p>It is recommended that the architectural window treatments proposed are included in the final design to ensure privacy of surrounding properties is maintained, and privacy into proposed new apartments, is enhanced.</p> <p>As noted in the Architectural Report prepared by Studio SC, the building forms are aligned with the site specific DCP.</p> <p>The buildings have been designed to maximise solar access to adjoining residential properties.</p> <p>The shadow diagrams accompanying the application illustrate the extent of shadow cast by the proposal.</p>	Likely, moderate = High
Crime	Unlikely	Minimal	Ongoing	Low	It is recommended that CPTED principles are applied at the detailed design stage with consideration of CCTV monitoring of building and car park entrances and exits, foyers, mail areas and lift lobbies.	Unlikely, minimal = negligible

Identified impact	Likelihood	Magnitude level	Duration	Pre-mitigated social impact significance	Proposed mitigation/enhancement/monitoring	Residual social impact post mitigation
					<p>Recommendation for adequate lighting of building entrances and exits, paths, car parking area, and common open spaces at night.</p> <p>Clear street signage recommended, including directional signage to direct visitors to different building entrances and areas.</p> <p>Regular maintenance of common spaces and landscaping recommended.</p>	

Any impacts generated by the intensification of use of the site are likely to be associated with noise and traffic, which have been separately addressed in reports accompanying the application (including Noise and Vibration and Traffic and Parking).

Negative, temporary impacts that may be generated are likely to arise with construction and fit out of the buildings, should the application be approved. Any potentially negative impacts associated with construction can be mitigated through conditions of development consent.

The potential positive social impacts generated by the proposed development works will only be realised if consent for the application is granted.

9.0 CONCLUSION

This SIA has been prepared to assess the potential social impacts arising from the proposed mixed use development at 16-20 Old Castle Hill Road, Castle Hill.

Based on the assessment in this report, the key social impacts of the proposal are:

Potential positive impacts:	
Area of impact	Detail:
Way of life Wellbeing Accessibility Community Health and wellbeing Livelihoods	<ul style="list-style-type: none"> • Provision of a well-located development in terms of access to public transport, shops, education and services • Provision of a range of dwelling sizes, types and costs • Employment generation in construction and ongoing maintenance of the premises and management of affordable rental housing. • Access to public services, and adaptable dwellings • Health and wellbeing through provision of communal open space • Opportunities for community participation. • Improved visual presentation of the site.

Potentially negative impacts:	
Area of impact	Detail:
Way of life Wellbeing	<ul style="list-style-type: none"> • Noise and disturbance impacts during construction. • Dust and pollution during demolition and construction. • Increased traffic associated with construction vehicles. • Increased traffic on completion with increased population • Overlooking/privacy impacts • Overshadowing • Change to visual presentation of the site.

Mitigation and enhancement measures proposed include:

- Inclusion of the recommendations noted in the technical reports accompanying the application and detailed in Chapter 8.0;
- Application of CPTED principles at the detailed design stage to ensure the development reduces the potential for crime.

Based on this SIA, it is anticipated that the proposed development will have an overall positive impact on the local community.

APPENDIX A

DEMOGRAPHIC PROFILE TABLE

Demographic Profile Table

Demographic Characteristic	Area of direct impact 2016	Area of direct impact 2021	Social locality 2016	Social locality 2021	Castle Hill suburb 2016	Castle Hill suburb 2021	Hills Shire LGA 2016	Hills Shire LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Total Persons	539	608	2,031	2,815	39,594	40,874	157,243	191,876	4 823 991	5,231,147	7 480 228	8,072,163
ATSI	4 (0.7%)	0	7 (0.3%)	9 (0.3%)	132 (0.3%)	157 (0.4%)	813 (0.5%)	1,207 (0.6%)	70 135 (1.4%)	90,939 (1.7%)	216 176 (2.8%)	278,043 (3.4%)
NESB Persons												
(i) No. born overseas in non-English speaking country.	219 (40.6%)	287 (47.2%)	960 (47.3%)	1,622 (57.6%)	15,188 (38.4%)	17,850 (43.7%)	55,075 (35.0%)	76,399 (39.8%)	1 474 715 (30.5%)	1,716,842 (32.8%)	1 646 057 (22.0%)	2,444,754 (30.3%)
(ii) No. speaking lang. other than English at home	226 (41.9%)	281 (46.1%)	957 (47.1%)	1,614 (57.3%)	15,381 (38.8%)	18,658 (45.6%)	54,656 (34.7%)	79,481 (41.4%)	1 727 574 (35.8%)	1,957,409 (37.4%)	1 882 015 (25.1%)	2,146,080 (26.5%)
In need of assistance									236 139 (4.9%)	270,665 (5.1%)	402 048 (5.3%)	464,712 (5.7%)
Age range:												
0-4 years										312,364 (6.0%)	468,056 (5.8%)	468,056 (5.8%)
5-14 years	28 (5.2%)	25 (4.2%)	126 (6.2%)	148 (5.2%)	2,167 (5.5%)	1,765 (4.3%)	9,772 (6.2%)	11,078 (5.8%)	310,173 (6.4%)	650,843 (12.5%)	465,135 (6.2%)	1,001,950 (12.4%)
15-19 years	58 (10.5%)	77 (12.9%)	241 (11.8%)	378 (13.4%)	5,544 (14.0%)	5,909 (14.5%)	23,854 (15.1%)	29,590 (15.4%)	590,126 (12.2%)	294,764 (5.6%)	921,195 (12.3%)	457,896 (5.6%)
20-24 years	38 (7.0%)	34 (5.7%)	119 (5.8%)	140 (4.9%)	2,744 (6.9%)	2,739 (6.7%)	11,251 (7.2%)	13,071 (6.8%)	288,362 (5.9%)	343,064 (6.6%)	448,425 (5.9%)	496,185 (6.1%)
25-34 years	30 (5.5%)	24 (4.0%)	119 (5.8%)	140 (4.9%)	2,744 (6.9%)	2,739 (6.7%)	11,251 (7.2%)	13,071 (6.8%)	288,362 (5.9%)	343,064 (6.6%)	448,425 (5.9%)	496,185 (6.1%)
35-44 years	61 (11.6%)	52 (8.6%)	122 (6.0%)	149 (5.3%)	2,364 (6.0%)	2,352 (5.8%)	9,709 (6.2%)	11,436 (6.0%)	340,737 (7.0%)	811,314 (15.5%)	489,673 (6.5%)	1,142,026 (14.1%)
45-54 years	66 (12.8%)	82 (13.7%)	272 (13.4%)	398 (14.1%)	3,864 (9.8%)	3,407 (8.3%)	16,502 (10.4%)	19,332 (10.1%)	774,405 (16.0%)	777,748 (13.6%)	1,067,524 (14.2%)	1,103,170 (13.6%)
55-64 years	68 (12.5%)	65 (10.9%)	302 (14.8%)	515 (18.3%)	5,489 (13.9%)	5,814 (14.2%)	23,632 (15.0%)	30,830 (16.0%)	696,037 (14.4%)	667,167 (12.8%)	1,002,886 (13.4%)	1,016,948 (12.6%)
65-74 years	88 (16.2%)	65 (10.9%)	302 (14.8%)	515 (18.3%)	5,489 (13.9%)	5,814 (14.2%)	23,632 (15.0%)	30,830 (16.0%)	696,037 (14.4%)	667,167 (12.8%)	1,002,886 (13.4%)	1,016,948 (12.6%)
75-84 years	74 (13.6%)	65 (10.9%)	302 (14.8%)	515 (18.3%)	5,489 (13.9%)	5,814 (14.2%)	23,632 (15.0%)	30,830 (16.0%)	696,037 (14.4%)	667,167 (12.8%)	1,002,886 (13.4%)	1,016,948 (12.6%)
85 years and over	37 (6.8%)	65 (10.9%)	302 (14.8%)	515 (18.3%)	5,489 (13.9%)	5,814 (14.2%)	23,632 (15.0%)	30,830 (16.0%)	696,037 (14.4%)	667,167 (12.8%)	1,002,886 (13.4%)	1,016,948 (12.6%)
	8 (1.5%)	65 (10.9%)	302 (14.8%)	515 (18.3%)	5,489 (13.9%)	5,814 (14.2%)	23,632 (15.0%)	30,830 (16.0%)	696,037 (14.4%)	667,167 (12.8%)	1,002,886 (13.4%)	1,016,948 (12.6%)

Demographic Characteristic	Area of direct impact 2016	Area of direct impact 2021	Social locality 2016	Social locality 2021	Castle Hill suburb 2016	Castle Hill suburb 2021	Hills Shire LGA 2016	Hills Shire LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
		99 (16.3%) 69 (11.5%) 9 (1.5%)	259 (12.7%) 202 (9.9%) 214 (10.5%) 98 (4.8%) 35 (1.7%)	335 (11.9%) 271 (9.6%) 286 (10.2%) 160 (5.7%) 40 (1.4%)	5,559 (14.1%) 4,885 (12.3%) 3,767 (9.5%) 1,922 (4.8%) 1,299 (3.3%)	5,834 (14.3%) 4,914 (12.1%) 4,242 (10.4%) 2,543 (6.2%) 1,371 (3.4%)	22,684 (14.5%) 18,613 (11.8%) 13,587 (8.6%) 2,492 (3.6%) 2,000 (1.3%)	27,125 (14.1%) 21,008 (11.0%) 16,857 (8.8%)(4.5%) 5% 2,845 (1.5%)	627,580 (13.0%) 524,011 (10.8%) 372,488 (7.7%) 204,051 (4.2%) 96,022 (1.9%)	579,166 (11.1%) 439,467 (8.4%) 249,517 (4.8%) 105,729 (2.0%)	977,984 (13.0%) 889,763 (11.9%) 677,020 (9.0%) 373,115 (4.9%) 167,506 (2.2%)	961,784 (11.9%) 788,725 (9.7%) 451,521 (5.6%) 183,895 (2.3%)
Unemployment rate	5.5	3.3	6.8	5.2	5.1	4.4	4.6	4.1	6.0	5.1	6.3	4.9
Median weekly household income	\$2530	\$2,250	\$1,999	\$2,302	\$2,219	\$2,551	\$2,363	\$2,831	\$1750	\$2,077	\$1486	\$1,829
Median rent	\$540	\$580	\$511	\$472	\$555	\$560	\$562	\$580	\$450	\$470	\$400	\$420
Med Age	43	46	39	40	40	42	38	38	36	37	38	39
Ave household size	2.8	2.8	2.7	2.6	3.0	3.0	3.2	3.1	2.8	2.7	2.6	2.6
Marital Status (aged 15+)												
Married	266 (59.8%)	321 (64.1%)	926 (56.8%)	1,294 (59.0%)	19,156 (60.1%)	19,964 (60.1%)	76,145 (61.6%)	92,721 (61.3%)	1 934 134 (49.3%)	2,062,160 (48.3%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	6 (1.3%)	12 (2.4%)	46 (2.8%)	68 (3.0%)	650 (2.0%)	665 (2.0%)	2,358 (1.9%)	3,090 (2.0%)	111 495 (2.8%)	125,769 (2.9%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	29 (6.5%)	40 (8.0%)	141 (8.6%)	202 (9.2%)	1,751 (5.5%)	1,922 (5.8%)	6,418 (5.2%)	8,073 (5.3%)	298 433 (7.6%)	332,916 (7.8%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	18 (4.0%)	15 (3.0%)	58 (3.5%)	71 (3.2%)	1,857 (5.8%)	1,904 (5.7%)	4,558 (3.7%)	5,647 (3.7%)	185 646 (4.7%)	191,863 (4.5%)	331 655 (5.4%)	339,990 (5.1%)
Never married	126 (28.3%)	16 (23.2%)	459 (28.1%)	558 (25.4%)	8,473 (26.6%)	8,794 (26.3%)	34,139 (27.6%)	41,685 (27.6%)	1 393 988 (35.5%)	1,555,230 (36.4%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Religious Affiliation												
No Religion	127 (23.8%)	150 (24.7%)	538 (26.5%)	861 (30.6%)	9,286 (23.5%)	12,115 (29.6%)	33,341 (21.2%)	51,258 (26.7%)	1,188,280 (24.6%)	1,583,084 (30.3%)	1,879,562 (25.1%)	2,644,165 (32.8%)
Catholic	148 (27.7%)	168 (27.6%)	489 (24.0%)	558 (19.8%)	10,611 (26.8%)	9,689 (23.7%)	45,378 (28.9%)	48,630 (25.3%)	1,213,1236 (25.1%)	1,210,979 (23.1%)	1,846,443 (24.7%)	1,807,730 (22.4%)

Demographic Characteristic	Area of direct impact 2016	Area of direct impact 2021	Social locality 2016	Social locality 2021	Castle Hill suburb 2016	Castle Hill suburb 2021	Hills Shire LGA 2016	Hills Shire LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
		34 (16.3%)	103 (14.7%)	88 (8.2%)	2,908 (23.0%)	2,831 (21.4%)	13,235 (27.7%)	14,880 (24.9%)	164 918 (10.1%) 89 744 (5.5%)	181,932 9.9% 105,239 (5.7%)	283 044 (10.8%) 152 500 (5.8%)	321,310 (11.0%) 187,380 (6.5%)
Housing (dwellings)												
Sep house	127 (72.6%)	130 (60.5%)	380 (54.5%)	387 (35.9%)	9,418 (74.6%)	9,748 (73.7%)	39,414 (82.4%)	48,537 (81.2%)	924 225 (52.5%)	1,020,631 (55.8%)	1 729 820 (59.8%)	1,902,734 (65.6%)
Semi-detached	21 (12.0%)	20 (9.3%)	174 (24.9%)	192 (17.8%)	1,559 (12.3%)	1,436 (10.9%)	5,579 (11.7%)	5,313 (8.9%)	227 238 (49.8%)	234,000 (12.8%)	317 447 (35.7%)	340,582 (11.7%)
Unit	24 (13.7%)	58 (27.0%)	140 (20.0%)	486 (45.1%)	1,626 (12.9%)	2,026 (15.3%)	2,638 (5.5%)	5,836 (9.8%)	456 233 (25.9%)	561,988 (30.7%)	519 380 (17.9%)	630,030 (21.7%)
Other dwelling	0	0	0	0	3 (0.0%)	0	80 (0.2%)	13 (0.0%)	9 129 (0.5%)	8,216 (0.4%)	23 583 (0.8%)	19,374 (0.7%)
Unoccupied dwellings	51 (22.6%)	19 (8.2%)	89 (12.7%)	103 (9.5%)	754 (5.6%)	835 (5.9%)	2,723 (5.4%)	3,017 (4.8%)	136 055 (7.7%)	164,628 (8.3%)	284 741 (9.8%)	299,524 (9.4%)
Home fully owned	84 (46.9%)	108 (50.2%)	223 (31.9%)	246 (22.8%)	4,500 (35.6%)	4,632 (35.0%)	16,513 (34.5%)	18,524 (31.0%)	472 635 (29.1%)	507,635 (27.8%)	839 665 (32.2%)	914,537 (31.5%)
Being purchased	51 (28.5%)	51 (23.7%)	212 (30.4%)	236 (21.9%)	4,918 (38.9%)	4,940 (37.4%)	21,856 (45.7%)	27,584 (46.1%)	539 917 (33.2%)	608,735 (33.3%)	840 665 (32.2%)	942,804 (32.5%)
Private rental	38 (21.2%)	46 (21.4%)	241 (34.5%)	558 (51.8%)	2,498 (19.8%)	3,032 (22.9%)	8,189 (17.1%)	12,204 (20.4%)	485 404 (29.9%)	596,390 (32.6%)	722 020 (27.7%)	851,852 (29.4%)
Public housing									67 845 (4.1%)	60,927 (3.3%)	104 902 (4.0%)	92,733 (3.2%)
Household composition												
Family	146 (79.8%)	171 (81.8%)	561 (79.6%)	801 (75.0%)	10,483 (82.9%)	10,955 (82.8%)	41,682 (87.1%)	51,702 (86.4%)	1,195,662 (73.6%)	1,327,581 (72.6%)	1,874,524 (72.0%)	2,065,107 (71.2%)
Lone/solo	27 (14.8%)	34 (16.3%)	126 (17.9%)	238 (22.0%)	1,984 (15.7%)	2,099 (15.9%)	5,424 (11.3%)	7,282 (12.2%)	351,423 (21.6%)	424,713 (23.2%)	620,778 (23.8%)	723,716 (25.0%)
Group	10 (5.5%)	4 (1.9%)	17 (2.4%)	28 (2.6%)	172 (1.4%)	177 (1.3%)	731 (1.5%)	831 (1.4%)	76,795 (4.7%)	76,558 (4.2%)	109,004 (4.2%)	111,646 (3.8%)
Dwelling Structure - # of bedrooms												
0	0	0	0	0 93 (8.6%)	21 (0.2%)	7 (0.1%)	43 (0.1%)	50 (0.1%)	12 812 (0.7%)	16,194 (0.9%)	17 157 (0.6%)	21,051 (0.7%)
1	3 (1.7%)	9 (4.3%)	13 (1.8%)	438 (40.6%)	445 (3.5%)	450 (3.4%)	566 (1.2%)	1,161 (1.9%)	118 881 (7.3%)	147,857 (8.1%)	157 194 (6.0%)	190,792 (6.6%)
2	12 (6.8%)	27 (12.8%)	185 (26.5%)	282 (26.2%)	1,396 (11.0%)	1,730 (13.1%)	3,216 (6.7%)	5,662 (9.5%)	402 675 (24.8%)	470,207 (25.7%)	577 675 (22.1%)	657,578 (22.7%)

Demographic Characteristic	Area of direct impact 2016	Area of direct impact 2021	Social locality 2016	Social locality 2021	Castle Hill suburb 2016	Castle Hill suburb 2021	Hills Shire LGA 2016	Hills Shire LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
3	69 (39.2%)	88 (41.7%)	251 (36.0%)	235 (21.8%)	3,008 (23.8%)	3,007 (22.7%)	11,345 (23.7%)	12,080 (20.2%)	548 987 (33.8%)	565,467 (30.9%)	970 001 (37.2%)	1,006,121 (34.7%)
4 (or more)	89 (50.6%)	83 (39.3%)	235 (33.7%)		7,546 (59.7%)	7,924 (59.9%)	31,997 (66.9%)	40,368 (67.5%)	376 427 (23.1%)	440,351 (24.0%)	633 184 (24.3%)	743,910 (25.6%)
5									101 053 (6.2%)	133,837 (7.3%)	148 851 (5.7%)	194, 074 (6.7%)
6+									23 774 (1.4%)	31,239 (1.7%)	34 370 (1.3%)	45,329 (1.5%)
Migration												
Same add 1yr ago									3 695 742 (77.5%)	4,119,424 (79.7%)	5 718 965 (77.3%)	6,335,812 (79.4%)
Same add 5 yr ago									2 402 160 (53.2%)	2,635,497 (53.6%)	3 775 527 (53.8%)	4,095,964 (53.8%)
Occupation												
Manager	46 (18.6%)	49 (20.7%)	148 (15.7%)	217 (16.9%)	3,609 (18.7%)	3,770 (19.5%)	14,079 (17.6%)	18,196 (18.9%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	80 (32.4%)	79 (33.3%)	299 (31.7%)	477 (32.3%)	5,997 (31.1%)	6,722 (34.7%)	23,235 (29.0%)	31,402 (32.5%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)
Technical & Trade	21 (8.5%)	16 (6.8%)	99 (10.5%)	107 (8.3%)	1,773 (9.2%)	1,544 (8.0%)	8,348 (10.4%)	9,132 (9.5%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)
Community	16 (6.5%)	18 (7.6%)	78 (8.3%)	115 (8.9%)	1,486 (7.7%)	1,378 (7.1%)	6,226 (7.8%)	7,118 (7.4%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical	41 (16.6%)	21 (8.9%)	135 (14.3%)	166 (12.9%)	2,928 (15.2%)	2,831 (14.6%)	13,014 (16.2%)	14,436 (15.0%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	16 (6.5%)	22 (9.3%)	102 (10.8%)	106 (8.3%)	1,900 (9.9%)	1,592 (8.2%)	7,702 (9.6%)	7,679 (8.0%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)
Machinery op	3 (1.2%)	4 (1.7%)	29 (3.0%)	34 (2.6%)	474 (2.5%)	440 (2.3%)	2,427 (3.0%)	2,818 (2.9%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	20 (8.1%)	12 (5.1%)	52 (5.5%)	57 (4.4%)	796 (4.1%)	783 (4.0%)	3,772 (4.7%)	4,217 (4.4%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
Travel to work												
Car driver	127 (51.6%)	62 (26.2%)	504 (53.5%)	329 (25.7%)	11,724 (60.9%)	6,153 (31.8%)	49,804 (62.1%)	33,085 (34.3%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)	1,587,613 (43.0%)
Train			3 (0.3%)	35 (2.7%)		234 (1.2%)		894 (0.9%)	247 051 (10.8%)	60,858 (2.5%)	252 786 (7.4%)	62,460 (1.7%)
Bus	35 (14.2%)	3 (1.3%)	159 (16.8%)	139 (10.9%)	2,411 (12.5%)	216 (1.1%)	8,534 (10.6%)	1,031 (1.1%)	125,503 (5.5%)	28,786 (1.2%)	133,903 (3.9%)	34,408 (0.9%)

Demographic Characteristic	Area of direct impact 2016	Area of direct impact 2021	Social locality 2016	Social locality 2021	Castle Hill suburb 2016	Castle Hill suburb 2021	Hills Shire LGA 2016	Hills Shire LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Worked from home	20 (8.1%)	110 (46.4%)	49 (5.2%)	541 (42.3%)	1,176 (6.1%)	9,203 (47.6%)	4,882 (6.1%)	43,723 (45.3%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)	1,141,467 (30.9%)
Walked only	11 (4.5%)		38 (4.0%)	44 (3.4%)	320 (1.7%)	222 (1.1%)	999 (1.2%)	784 (0.8%)	91,577 (4.0%)	56,206 (2.3%)	130,957 (3.9%)	34,408 (0.9%)
Industry of employment												
Computer System	21 (10.6%)	13 (5.5%)	32 (3.4%)	67 (5.2%)	705 (3.7%)	924 (4.8%)	2,606 (3.3%)	4,013 (4.2%)	57,462 (2.5%)	75,278 (3.1%)	63,717 (1.9%)	84,575 (2.3%)
Supermarket/Grocery	10 (5.0%)		24 (2.5%)	19 (1.5%)	390 (2.0%)		1,833 (2.3%)	2,479 (2.6%)	45,310 (2.6%)	58,262 (2.4%)	74,487 (2.2%)	
Hospital	9 (4.5%)		25 (2.6%)	8 (0.6%)	625 (3.2%)	661 (3.4%)	2,659 (3.3%)	3,702 (3.8%)	76,600 (3.4%)	98,480 (4.1%)	119,350 (3.5%)	153,159 (4.2%)
Take away	8 (4.0%)											
Primary/Secondary Ed	8 (4.0%)	9 (3.8%)		9 (0.7%)								

Source: 2016 Census data (www.abs.gov.au) – QuickStats & General Community Profile – as at August 2025

APPENDIX B

COMMUNITY ENGAGEMENT NOTICE AND SUMMARY OF RESPONSES

SSD Community Engagement checklist

Who	What	When
Adjoining properties	Notice distributed to letterboxes	7/08/25
The Hills Shire Council, PO Box 7064, Norwest NSW 2153	Via website	8/08/25
The Hills Area Command, 16-18 Pennant Street, Castle Hill		8/08/25
Deerubbin Local Aboriginal Land Council, PO Box 2341, North Parramatta NSW 1750		8/08/25
Western Sydney Local Health District Po Box 574 Wentworthville NSW 2145		8/08/25
DCJ – Housing Locked Bag 5000 PARRAMATTA NSW 2124		8/08/25
Transport for NSW PO BOX K659 HAYMARKETNSW 1204	By email	8/08/25
Castle Towers Centre Management	Via webpage to Castle Towers Centre Management Team	8/08/25 12/08/25 – email acknowledgement from Anthony Wilson– notice sent for additional information.
Daily Telegraph		

#	Who what when	Comments	Webinar	Details sent
1	Py phone 7/08/25	<ul style="list-style-type: none"> • Have just had 2 years of construction for Reve • Another 4 towers are proposed for Garthowen ST plus proposal • Cumulative impacts on access • Demand or on-street parking (construction and on completion) • Concern re vehicle access off Garthowen only and increased traffic on this road. • Need for OCHR to be widened • Cumulative impacts for residents associated with several years of building • Will there be sufficient parking for residents and visitors of proposed development 		
2	7/08/25 - by email	<ul style="list-style-type: none"> • Proposal will add to the chaos in castle hill and will spoil the immediate precinct. • Oppose the thought of this slum development. 		
3	7/08/25 – by email	<ul style="list-style-type: none"> • View and sunlight impacts to dwelling. • Traffic impacts on small road • overdevelopment 		
4	8/08/25 – by email	<ul style="list-style-type: none"> • Traffic congestion – exacerbation of existing traffic issues. Construction traffic and future population traffic. The need for street upgrades to accommodate existing traffic. • Zoning and density concerns – overshadowing of existing low-density developments. 	Yes	17/11/25

		<ul style="list-style-type: none"> • Reduction in natural light/overshadowing and impacts on living environment and property values. • Noise and parking. Construction related noise from machines and workers, construction related traffic. 		
5	8/08/25 by email	<ul style="list-style-type: none"> • Traffic flow- OCHR and Garthowen streets narrow and already congested and increased chance of traffic accidents • More vehicle noise and pollution in the neighbourhood • Environmental and social impacts : <ul style="list-style-type: none"> ○ Visual impact 'eye sore' ○ Height out of keeping with existing development in the area ○ Impact on tranquillity and skyline. ○ Increased demand for school, public transport and health services ○ Size of proposal (height) intimidating and will block sunlight. ○ Glare from windows ○ Impact on castle towers in terms of increase demand for parking, shopping etc. ○ Impacts on the metro ○ Increased risk of fire. 		

		<ul style="list-style-type: none"> ○ Building separation ○ 		
6	11/08/25 by email	<ul style="list-style-type: none"> ● Residents of Garthowen Crescent ● Traffic impacts ● Vehicle access from Garthowen problematic during construction and after. ● Large trucks on the narrow street blocking access to car parking areas of existing dwellings. ● Impacts on traffic flow for residents and child care centre. ● Demand for on street car parking. 		
7	12/08/25 – by phone	<ul style="list-style-type: none"> ● Key issue is traffic on Garthowen – single entry/exit off this road is problematic due to narrowness. ● Workers part out the street so on-street parking is an issue. 	Yes	17/11/25
8	15/08/25 by email	<ul style="list-style-type: none"> ● Not in keeping with Council’s regulations for the site (height) ● Out of keeping with castle towers village concept. ● Overshadowing to properties on Garthowen cres. ● Amenity impacts ● Traffic impacts – the need for improvements to road required. ● Access off Garthowen not acceptable due to traffic increases 	Yes	17/11/25
9	22/08/25 By email	<ul style="list-style-type: none"> ● Object to proposal. ● Increased density will place more strain on existing infrastructure particularly on local roads (Garthowen and Old Castle Hills Road. 		

		<ul style="list-style-type: none"> • Increased traffic congestion affecting daily communities. • Impact on safety and liveability of the area. • Impact of construction noise and future traffic on child care centre. 		
10	22/08/25 by email –	<ul style="list-style-type: none"> • Thank you for the opportunity to comment on your proposed 40-storey development located at 16-20 Old Castle Hill Road in Castle Hill. • The Hills Shire Council recently circulated a petition in relation to the Hills District. It calls for, amongst other things, more open spaces, more schools, wider roads and more playing fields. Unfortunately, the petition didn't also mention the overcrowded Castle Hill library, shopping centre or very overcrowded Sydney Metro. Or the main cause of why the situation of Castle Hill, once the Garden Shire, has become so desperate. Castle Hill is full! • There are currently 9 high rise towers in the suburb. None of which are yet fully occupied. So many more residents yet to arrive. There is a DA with council (366/2025/JP) for a proposed 24-storey tower which will include a hotel right next door to your proposed 40-storey development and if approved, as I'm sure it will 	Yes	17/11/25

		<p>be, will exacerbate the overcrowding situation.</p> <ul style="list-style-type: none"> • Where are all these residents going to go to socialise and where are the children going to play. Arthur Whitling Park (over the Metro station), the only green space near your proposed building, has become a defacto sports oval, mainly used at the moment by residents from the Atmosphere high rise. The CBD, a misnomer as Castle Hill is more of a dormitory suburb than a business district, is certainly very different to business districts such as Parramatta or Chatswood. • I appreciate that developers and builders want to make money but they rarely live anywhere near their overbearing high rise developments. My wife and I downsized from a large house in Castle Hill to an apartment in a 5 storey complex in Garthowen Crescent so I'm not against apartment living. But 40 storeys! You're helping to create the ghettos of the future! • In short • · A 40-storey building is way out of character for Castle Hill • · Existing infrastructure is already stretched it can't cope with so many more 		
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		<p>residents. Castle Hill is already overcrowded</p> <ul style="list-style-type: none"> • There are no open spaces in close proximity to your proposed development where residents can relax or socialise • Several hundred cars already exit into Garthowen Crescent with the need to access Old Castle Hill Road – adding another 400 cars is ludicrous • Garthowen Crescent and Old Castle Hill Road are virtually 1½ lanes wide in total (due to street parking) your proposed development has the potential for roads and intersections in a wide area to be gridlocked at certain times of the day. 		
11	22/05/25	<ul style="list-style-type: none"> • Bigger than previous proposal • Too big for the area roads unable to cope with additional traffic • Increased congestion • Bottlenecks created with Towers traffic plus other nearby developments (toplace) • Garthowen road narrow and old Castle hill road also at capacity • Proposal represents an overdevelopment • May push us out of the area. 	Yes	17/11/25
12	23/08/25 by email	<ul style="list-style-type: none"> • This letter serves as a formal objection to the proposed residential development at 16-20 Old Castle Hill Road, Castle Hill, 		

		<p>as outlined in the Community Engagement and Social Impact Assessment consultation letter dated 7 August 2025. We, the residents of Garthowen Crescent, have significant concerns regarding the severe impacts this development will have on our community.</p> <ul style="list-style-type: none">• Our primary and most pressing concern is the proposed vehicle access via a single driveway on Garthowen Crescent. The development of a 40-level building containing approximately 366 residential units and 55 affordable housing units will generate a substantial and unsustainable increase in traffic. The addition of hundreds of daily vehicle movements onto our quiet residential street, which is already a high-traffic area, will inevitably lead to severe traffic congestion, gridlock, and a significant safety risk for pedestrians, cyclists, and existing residents. The current road infrastructure is simply not equipped to handle such a massive influx of vehicles, and we are concerned about the potential for increased noise, air pollution, and delays for emergency services.• Furthermore, we are deeply concerned about the profound shadow impacts of a 40-level		
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		<p>building on the surrounding properties. This excessive height will result in significant overshadowing of neighbouring homes and private open spaces, particularly during critical hours of the day, including in the winter months. This will negatively affect the residents' access to natural light, reduce solar efficiency, and diminish the overall quality of life and enjoyment of our homes and gardens.</p> <ul style="list-style-type: none"> • In conclusion, we strongly urge the Council to carefully consider the detrimental impacts this development will have on our neighbourhood. The traffic and overshadowing concerns are fundamental issues that would severely compromise the safety, amenity, and liveability of Garthowen Crescent and the surrounding area. We request that this proposal be rejected or, at a minimum, be subject to substantial modifications that address these critical concerns. • We trust that our objections will be given due consideration during the assessment process. 		
13	23/08/25 – by email	<ul style="list-style-type: none"> • This letter serves as a formal objection to the proposed residential development at 16-20 Old Castle Hill Road, Castle Hill, as outlined in the Community Engagement 		

		<p>and Social Impact Assessment consultation letter dated 7 August 2025. We, the residents of Garthowen Crescent, have significant concerns regarding the severe impacts this development will have on our community.</p> <ul style="list-style-type: none">• Our primary and most pressing concern is the proposed vehicle access via a single driveway on Garthowen Crescent. The development of a 40-level building containing approximately 366 residential units and 55 affordable housing units will generate a substantial and unsustainable increase in traffic. The addition of hundreds of daily vehicle movements onto our quiet residential street, which is already a high-traffic area, will inevitably lead to severe traffic congestion, gridlock, and a significant safety risk for pedestrians, cyclists, and existing residents. The current road infrastructure is simply not equipped to handle such a massive influx of vehicles, and we are concerned about the potential for increased noise, air pollution, and delays for emergency services.• Furthermore, we are deeply concerned about the profound shadow impacts of a 40-level building on the surrounding properties. This excessive		
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		<p>height will result in significant overshadowing of neighbouring homes and private open spaces, particularly during critical hours of the day, including in the winter months. This will negatively affect the residents' access to natural light, reduce solar efficiency, and diminish the overall quality of life and enjoyment of our homes and gardens.</p> <ul style="list-style-type: none"> • In conclusion, we strongly urge the Council to carefully consider the detrimental impacts this development will have on our neighbourhood. The traffic and overshadowing concerns are fundamental issues that would severely compromise the safety, amenity, and liveability of Garthowen Crescent and the surrounding area. We request that this proposal be rejected or, at a minimum, be subject to substantial modifications that address these critical concerns. • We trust that our objections will be given due consideration during the assessment process. 		
14	24/08/25 – by email s	<ul style="list-style-type: none"> • Thank you for the advice of the proposed development. Prior to your letter, myself and other residents of Garthowen Crescent were unaware of the proposal. • I am Chairman of the Strata Committee for SP 93810, 	Yes	17/11/25

		<p>which is a unit complex located at 11-13 Garthowen Crescent Castle Hill. At this stage, I am writing on behalf of myself and my wife, but am aware that my concerns are shared by other residents in our unit complex.</p> <ul style="list-style-type: none">• Our major concerns are:• The height of the development, which is double the maximum height in the Hills Shire Council's current LEP;• The entry and exit points from the development into Garthowen Crescent via what is now lot 1 Garthowen; and• The cumulative effect, both during and after construction, of recently completed unit towers at 6-12 & 16-20 Garthowen (Grande Reve), the proposed construction of three more residential towers and a 19 storey hotel in the area bounded by Garthowen Crescent and Old Castle Hill Rd (Garth 2 – DA 366/2025/JP), and this 16-20 Old Castle Hill Road development.• Comments on each of these concerns are:• The LEP and related planning documents are the outcome of extensive research and consideration by Council which they claim is aimed at achieving a balance between community needs for		
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		<p>housing close to public transport and the overall amenity of the area. Like many other residents, we remain concerned that, even at a maximum height of 20 storeys, the current LEP will lead to over development and unacceptable pressure on infrastructure and local traffic movement. The approval of a 40 storey building within the LEP area exacerbates these adverse outcomes;</p> <ul style="list-style-type: none">• Prior to completion of the two Grande Reve towers at the end of 2024, the residents of 70 medium rise units were entering and exiting Garthowen Crescent. The full occupation of Grande Reve will increase this to 266 units. If both the Garth 2 development and the proposed 16-20 Old Castle Hill Road development proceed, there will be residents from 849 units plus traffic associated with a 19 storey hotel.• Garthowen Crescent is relatively narrow with a near blind corner near to heritage- listed Garthowen House. We have already experienced significant traffic and parking issues during the two year construction of Grande Reve, This has included driveways blocked by construction vehicles, illegal parking in a no-stopping zone, and several near misses with speeding trucks. It is unreasonable		
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		<p>for us to be subjected to the same issues on an even larger scale for an unknown number of years.</p> <ul style="list-style-type: none"> • Post completion, existing traffic congestion problems when exiting Garthowen Crescent at peak times will increase exponentially. 		
15	<p>24/08/25 by email</p> <p>Follow up ph call 29/08/25 reiterated traffic impacts, character and scale not in keeping</p>	<ul style="list-style-type: none"> • Re: Community Engagement Activities and Social Impact Assessment of the Proposed Residential Development 16-20 Old Castle Hill Road, Castle Hill • My wife and I live in Northpoint Rise at XX-XX Garthowen Crescent. We strongly object to the proposed development at 16-20 Old Castle Hill Road, with regard to the following. • The Hills Shire Council Development Control Plan indicates a maximum building height of 20 storeys at 16-20 Old Castle Hill Road. The proposal is for a building twice the allowable height. • For the character of build in this area The Castle Hill North Precinct Plan suggests in part, "<i>Character should build from existing townhouse and Northpoint developments</i>". We do not believe the proposal reflects this Council, or indeed residents, desires. • For future developments in the Castle Hill Metro Precinct we believe there was a requirement for the "Metro Stations Precincts 	Yes	17/11/25

		<p>Traffic and Transport Analysis for Castle Hill, Showground and Norwest Business Park” traffic study to be completed. This was delayed due to Covid. Traffic is a major concern...do you know if this study has been completed, if so, are you aware of the results. Garthowen Crescent has a finite traffic capacity, adding a potential 400 vehicles to an already congested area would be chaotic.</p> <ul style="list-style-type: none"> • We believe this to be a massive overdevelopment of the site and not consistent with The Hills Shire Council planning requirements. • I would be happy to discuss these and/or other potential issues with you. 		
16	25/08/25 – by email	<ul style="list-style-type: none"> • This letter serves as a formal objection to the proposed residential development at 16-20 Old Castle Hill Road, Castle Hill, as outlined in the Community Engagement and Social Impact Assessment consultation letter dated 7 August 2025. We, the residents of Garthowen Crescent, have significant concerns regarding the severe impacts this development will have on our community. • Our primary and most pressing concern is the proposed vehicle access via a single driveway on 		

		<p>Garthowen Crescent. The development of a 40-level building containing approximately 366 residential units and 55 affordable housing units will generate a substantial and unsustainable increase in traffic. The addition of hundreds of daily vehicle movements onto our quiet residential street, which is already a high-traffic area, will inevitably lead to severe traffic congestion, gridlock, and a significant safety risk for pedestrians, cyclists, and existing residents. The current road infrastructure is simply not equipped to handle such a massive influx of vehicles, and we are concerned about the potential for increased noise, air pollution, and delays for emergency services.</p> <ul style="list-style-type: none">• Furthermore, we are deeply concerned about the profound shadow impacts of a 40-level building on the surrounding properties. This excessive height will result in significant overshadowing of neighbouring homes and private open spaces, particularly during critical hours of the day, including in the winter months. This will negatively affect the residents' access to natural light, reduce solar efficiency, and diminish the overall quality of life and enjoyment of our homes and gardens.• In conclusion, we strongly urge the Council to		
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		<p>carefully consider the detrimental impacts this development will have on our neighbourhood. The traffic and overshadowing concerns are fundamental issues that would severely compromise the safety, amenity, and liveability of Garthowen Crescent and the surrounding area. We request that this proposal be rejected or, at a minimum, be subject to substantial modifications that address these critical concerns.</p> <ul style="list-style-type: none"> • We trust that our objections will be given due consideration during the assessment process. 		
17	25/08/25 – by phone	<ul style="list-style-type: none"> • Shadow cast by the tall building • Traffic impacts – Garthowen a narrow road when recent construction was happening, b-doubles blocked the road • There are a lot of high rise in castle hill already, and some incomplete. There will be cumulative impacts in terms of population, traffic and impact on infrastructure • Metro already congested • Shopping centre already congested and additional people will make it worse. 		
18	25/08/25 – by email	<ul style="list-style-type: none"> • I am writing to you in response to your planned development on the corner of Old Castle Hill Rd and Garthowen Crescent Castle Hill. • The site is currently zoned high rise but with a maximum height of 20 stories. 		

		<ul style="list-style-type: none"> • We strongly oppose any additional height, when combined with the Reeve buildings and the proposed three residential towers and a 19 storey hotel on Old Castle Hill Road and Garthowen Crescent and the adjacent the 5 Top Place Towers it will, • cast major shadows • create a wind tunnel • entry and exit onto Garthowen Crescent (a very narrow road) it will increase the traffic congestion to an unreasonable level • Increase pedestrian traffic • In addition, the existing infrastructure i.e. roads, schools, hospitals and transport is at and exceeding capacity in Castle Hill and the surrounding Hills District. • I sincerely hope that that this proposal is not allowed to go ahead. 		
19	25/08/25 by email	<ul style="list-style-type: none"> • This letter serves as a formal objection to the proposed residential development at 16-20 Old Castle Hill Road, Castle Hill, as outlined in the Community Engagement and Social Impact Assessment consultation letter dated 7 August 2025. I a residents of Garthowen Crescent, have significant concerns regarding the severe impacts this development will have on our community. • My primary and most pressing concern is the proposed vehicle access via 		

		<p>a single driveway on Garthowen Crescent. The development of a 40-level building containing approximately 366 residential units and 55 affordable housing units will generate a substantial and unsustainable increase in traffic. The addition of hundreds of daily vehicle movements onto our quiet residential street, which is already a high-traffic area, will inevitably lead to severe traffic congestion, gridlock, and a significant safety risk for pedestrians, cyclists, and existing residents. The current road infrastructure is simply not equipped to handle such a massive influx of vehicles, and I am concerned about the potential for increased noise, air pollution, and delays for emergency services.</p> <ul style="list-style-type: none">• Furthermore, I am deeply concerned about the profound shadow impacts of a 40-level building on the surrounding properties. This excessive height will result in significant overshadowing of neighbouring homes and private open spaces, particularly during critical hours of the day, including in the winter months. This will negatively affect the residents' access to natural light, reduce solar efficiency, and diminish the overall quality of life and enjoyment of our homes and gardens.		
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		<ul style="list-style-type: none"> • In conclusion, I strongly urge the Council to carefully consider the detrimental impacts this development will have on our neighbourhood. • The traffic and overshadowing concerns are fundamental issues that would severely compromise the safety, amenity, and liveability of Garthowen Crescent and the surrounding area. I request that this proposal be rejected or, at a minimum, be subject to substantial modifications that address these critical concerns. • I trust that my objections will be given due consideration during the assessment process. 		
20	26/08/25 – by email	<ul style="list-style-type: none"> • We are writing to record our objection to the proposed residential development as detailed in your letter of the 7th August 2025. • Our main concerns are :- • 1) The severe impact that the proposed 40 level building, with 366 Units and 55 affordable housing units, serviced by 400 car spaces will have on traffic movements in the area, particularly in Garthowen Crescent due to a single vehicle access to the building, particularly in heavy traffic hours. This will lead to severe traffic congestion plus significant safety risks for pedestrians, 		

		<p>cyclists and existing residents.</p> <ul style="list-style-type: none"> • 2) The proposed height of 40 levels of the building is way too high and will create too much shadowing to existing properties and private open spaces, particularly during winter daylight hours. This will have a negative effect on access to natural light, reduce solar efficiency and reduce the quality of life and enjoyment of our home and outdoor areas. • We would strongly urge the council to consider the detrimental impacts that this development will have on our neighbourhood. The traffic and overshadowing concerns are fundamental issues that will severely affect the safety, amenity and liveability of Garthowen Crescent residents and the surrounding area. • We therefore request that the proposal be rejected, 		
21	26/05/25 – by email	<ul style="list-style-type: none"> • I hereby provide the following feedback on the proposed residential development at 16-20 Old Castle Hill Road, Castle Hill, focusing on traffic issues and shadowing. • Traffic issues • The proposal specifies approximately 400 car parking spaces, with vehicle access via a single driveway from Garthowen Crescent, a narrow local road. All 		

		<p>traffic in Garthowen Crescent comes from and feeds into Old Castle Hill Road. At the southern end of Garthowen Crescent, the vehicle entry and exit point for the proposed development, vehicles are restricted to left turn only onto Old Castle Hill Road. Within a short distance, Old Castle Hill Road intersects at traffic lights with Pennant Street and McMullen Avenue.</p> <ul style="list-style-type: none">• In April 2024, the Hills Shire Council published the Traffic Study for Intersections in Castle Hill V2. This study analysed traffic volumes and impacts for six Castle Hill intersections, including the intersection of Old Castle Hill Road and Pennant Street/McMullen Avenue. Based on a traffic growth rate of 5% per annum, it provided forecasts of intersection traffic volumes for the year 2036 and assessed the impact on existing and proposed intersection layouts.• The results showed that the Old Castle Hill Road, Pennant Street and McMullen Avenue intersection, even with a proposed changed layout, will not be operating with an acceptable Level of Service in the afternoon peak times (page 36).• Since the Study's release, we have had the		
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		<p>completion of the Grand Reve complex (196 apartments) in Garthowen Crescent, along with a current proposal to construct 4 buildings on the western side of Grand Reve comprising 143 hotel rooms and 264 apartments. Each of these involves significant additional traffic in Garthowen Crescent and in turn Old Castle Hill Road. We are also approaching completion of the Skyview project Buildings C, D and E (532 apartments) to the west of the proposed development, with Old Castle Hill Road being its main entry and exit road via Gilham Avenue and Gay Street. To these traffic flows there is now the potential addition posed by the proposed development with its approximately 400 car parking spaces. The cumulative effect of all of these post-traffic study developments suggests a much higher traffic growth rate than 5% per annum, thereby worsening the negative impact on the Old Castle Hill Road, Pennant Street and McMullen Avenue intersection already projected by the Traffic Study.</p> <ul style="list-style-type: none">• There are already times in peak hours when south bound traffic on Old Castle Hill Road is banked way back from the traffic lights at the intersection with McMullen Avenue/Pennant Street, preventing timely		
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		<p>exit for vehicles at the southern end of Garthowen Crescent. This can only be expected to worsen with the anticipated additional traffic flows generated by the proposed development. The additional flows will also add to air and noise pollution as well as creating delays for ambulances and other emergency services required by residents in Garthowen Crescent and its surrounds.</p> <ul style="list-style-type: none">• A basic issue underlying all of the above is the lack of appropriate road infrastructure to support the proposed development. The current infrastructure, even with the Shire Council's plans for minor changes in road layout, is totally insufficient to deal with significantly increasing traffic flows.• Shadowing• The proposed development includes a building of 40 levels. This will have a major shadowing effect on adjoining properties in Garthowen Crescent, particularly in afternoon hours. Residents of these properties will experience reduced access to sunlight and natural warmth, negative effects on gardens built to benefit from daylong sun and reduced solar power generation potential.• In conclusion, there is certainly merit in building		
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		<p>additional housing in areas close to transport hubs, and especially so if it includes affordable housing units. Care must be taken however to ensure that the positive outcomes are not outweighed by negative impacts affecting the local community, as well as the incoming residents. The size and extent of the proposed development are quite overwhelming in light of the social and infrastructure contexts in which it is suggested it be placed. Without major adjustments to the scope of the development and to the local infrastructure, the overall impact must be of major concern, creating extensive ongoing issues for the local community, including future residents in the proposed housing structure.</p>		
22	25/08/25 – By email	<ul style="list-style-type: none"> • I am writing to express serious concerns regarding the proposed development of a 40-storey residential tower with parking for approximately 400 vehicles, which is planned for 16 - 20 Old Castle Hill Road with access via Garthowen Crescent. • This development is part of a broader precinct proposal that includes a development application between Grand Reve and Old Castle Hill Road : <ul style="list-style-type: none"> • Four additional towers comprising 264 residential units 		

		<ul style="list-style-type: none">• • A hotel with 143 rooms• • A retail precinct• All of these are expected to rely on Garthowen Crescent for traffic access.•• Garthowen Crescent is a narrow residential street and the cumulative impact of these new developments would dramatically exceed the street's capacity and pose serious risks to residents and infrastructure.• Key Concerns:<ul style="list-style-type: none">• • Traffic Overload: The combined influx of vehicles from the residential towers, hotel guests, staff, and retail visitors could result in gridlock conditions, especially during peak hours and weekends.• • Safety Risks: The narrow street is ill-equipped to handle such volume, increasing the risk of accidents and endangering pedestrians, particularly children and elderly residents.• • Loss of Amenity: Noise, pollution, and congestion will significantly diminish the quality of life for current residents and may impact property values.• • Infrastructure Strain: Garthowen Crescent lacks the road width, turning radius, and traffic management systems		
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		necessary to support this scale of development.		
23	25/08/25 – by email	<p>This letter serves as a formal objection to the proposed residential development at 16-20 Old Castle Hill Road, Castle Hill, as outlined in the Community Engagement and Social Impact Assessment consultation letter dated 7 August 2025. We, the residents of Garthowen Crescent, have significant concerns regarding the severe impacts this development will have on our community.</p> <p>My primary and most pressing concern is the proposed vehicle access via a single driveway on Garthowen Crescent. The development of a 40-level building containing approximately 366 residential units and 55 affordable housing units will generate a substantial and unsustainable increase in traffic. The addition of hundreds of daily vehicle movements onto our quiet residential street, which is already a high-traffic area, will inevitably lead to severe traffic congestion, gridlock, and a significant safety risk for pedestrians, cyclists, and existing residents. The current road infrastructure is simply not equipped to handle such a massive influx of vehicles,</p>		

		<p>and we are concerned about the potential for increased noise, air pollution, and delays for emergency services. Furthermore, I am deeply concerned about the profound shadow impacts of a 40-level building on the surrounding properties. This excessive height will result in significant overshadowing of neighbouring homes and private open spaces, particularly during critical hours of the day, including in the winter months. This will negatively affect the residents' access to natural light, reduce solar efficiency, and diminish the overall quality of life and enjoyment of our homes and gardens.</p> <p>In conclusion, I strongly urge the Council to carefully consider the detrimental impacts this development will have on our neighbourhood. The traffic and overshadowing concerns are fundamental issues that would severely compromise the safety, amenity, and liveability of Garthowen Crescent and the surrounding area. We request that this proposal be rejected or, at a minimum, be subject to substantial modifications that address these critical concerns.</p>		
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		<p>We trust that our objections will be given due consideration during the assessment process.</p> <ul style="list-style-type: none"> • 		
24	26/08/25 – by email	<p>This document is a formal objection to the proposed 40 Level tower residential development at 16-20 Old Castle Hill Road, Castle Hill, as outlined in your Community Engagement and Social Impact Assessment consultation letter dated 7 August 2025. It is not a rejection of the concept, only the ridiculous height.</p> <p>We reside at Northpoint Apartments, Apt XX/XX Garthowen Crescent, Castle Hill, and the shadow line of this ridiculously high complex of 40 Levels will severely restrict the westerly sun our community presently receives in the afternoons. It is bad enough that the 12 & 16 Level towers opposite us in Garthowen Cres, already restrict the daylight sun to the front Apartments of our building.</p> <p>Also, there is the movement of the residential vehicles on and off Garthowen Crescent as well as accessing Old Northern Rd, via a single driveway on Garthowen Crescent. The development of a 40-level building containing approximately 366 residential units and 55 affordable housing units will generate a substantial and unsustainable increase in traffic. The addition of hundreds of daily vehicle movements onto our quiet residential street, which is already a high-traffic area, will inevitably lead to severe traffic congestion, gridlock, and a significant safety risk for pedestrians, cyclists, and existing residents. The current road infrastructure is simply not equipped to handle</p>		

		<p>such a massive influx of vehicles, and we are concerned about the potential for increased noise, air pollution, and delays for emergency services. Add onto this increased mobility the additional movement of service / utility trucks and vans, and it is frightening to even envisage. Perhaps an exit may be incorporated onto McMullen Avenue for traffic wishing to go that way instead of having to undertake the whole roundabout way of Garthowen Crescent / Old Castle Hill Rd / McMullen Avenue.</p> <p>However, our main concern is about the profound shadow impacts of a 40-level building on the surrounding properties. This excessive height will result in significant overshadowing of neighbouring homes and private open spaces, particularly during critical hours of the day, including in the winter months. This will negatively affect the residents' access to natural light, reduce solar efficiency, and diminish the overall quality of life and enjoyment of our homes.</p> <p>We strongly urge the Minister responsible for the State Environmental Planning Policy, to carefully consider the detrimental impacts this development will have on our neighbourhood. The traffic and overshadowing concerns are fundamental issues that would severely compromise the safety, amenity, and liveability of Garthowen Crescent and the surrounding area and were not foreseen when we purchased here in 2011 to enjoy the amenity of the area. We do not request that this proposal be rejected, but a sensible reduction of height to accommodate our critical concerns.</p>		
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		<p>We trust that our objections will be given due consideration during the assessment process.</p> <ul style="list-style-type: none"> • 		
25	27/08/25 – by email	<p>Webinar registration</p> <p>Emailed letter noting traffic impacts, social cohesion, road safety, community (letter included below)</p>	Yes	17/11/25
26	28/08/25 – by phone	<p>Resident of Garthowen</p> <p>Object to proposal:</p> <ul style="list-style-type: none"> • Concerns re height and overshadowing • Traffic is the key concern as roads are already congested, Garthowen narrow and OCHR unable to cope with additional traffic • There are already unfinished towers opposite the site, and three more Reve towers (including a hotel) proposed for Garthowen, cumulative traffic impacts would be worse. • Parking impacts – demand for on street parking • Already difficult to leave the towers • Not everyone gets public transport and Metro is at capacity. • 		
27	28/08/25 – by Phone	<p>Resident of Garthowen</p> <p>Object:</p> <ul style="list-style-type: none"> • Too tall and not in keeping with Council's regulations 	26/11/25 – emailed requesting link	26/11/25

		<ul style="list-style-type: none"> • Insufficient parking proposed • Additional developments already underway which will increase demand • Querying what will happen to sites in between subject site and 11 Garthowen. • Query round about proposed as part of Reve development • Traffic impacts • Garthowen narrow and unable to cope with demand 		
28	28/08/25 – by email	Register for webinar	Yes	
29	28/08/25 –by email	<p>I write in response to the invitation for community feedback on the above State Significant Development proposal. My submission relates specifically to the impact upon the residential character and amenity of Garthowen Crescent, which is directly affected given that the proposed site incorporates 1 Garthowen Crescent, not only the stated Old Castle Hill Road addresses.</p> <p>While the site is already zoned for high-rise residential use, the current planning controls limit the height to 20 storeys. The developer’s request to double this to 40 storeys represents a significant departure from the existing strategic planning framework and will have very real consequences for neighbouring properties and the surrounding community.</p> <p>My concerns are as follows:</p>		

		<p>1. Traffic and Access Impacts on Garthowen Crescent</p> <ul style="list-style-type: none">• Locating the sole vehicular entry and exit on Garthowen Crescent will funnel traffic into what is currently a quiet local street.• When considered alongside other approved developments (Reve), additional residential towers, and the proposed 19-storey hotel in the vicinity, this will result in traffic congestion generated by hundreds of new and existing dwellings plus hotel and visitor traffic within a very constrained road network.• Emergency vehicle access is also a potential concern if Garthowen Crescent becomes a		
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		<p>high-volume thoroughfare.</p> <p>2. Loss of Residential Amenity and Tranquillity</p> <ul style="list-style-type: none">• Garthowen Crescent is currently a relatively quiet residential area, and its character will be fundamentally altered by the proposed intensification.• Noise, vehicle congestion, and overshadowing effects will greatly diminish the liveability for current residents. <p>3. Precedent for Excessive Scale</p> <ul style="list-style-type: none">• Approval of a 40-storey building in this location would set a precedent that undermines the integrity of existing Council and State planning controls.• While the inclusion of some affordable		
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		<p>housing units is acknowledged, using this to justify doubling the permissible height raises community concerns about proper adherence to planning limits and the fairness of negotiated outcomes.</p> <p>4. Cumulative Development Impacts</p> <ul style="list-style-type: none"> • On its own, the proposal is excessive, but the cumulative impacts of multiple major projects in this small pocket of Castle Hill must be considered. • The combined effect on traffic, overshadowing, wind, local infrastructure demand (schools, transport, open space), and community cohesion will be significant and adverse. <p>In summary, I strongly believe the scale and intensity of the proposed development is inappropriate for this location. While additional housing is needed, a more reasonable and</p>		
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		<p>sustainable outcome would be a development consistent with the existing 20-storey height cap, with traffic treatments ensuring that Garthowen Crescent is not burdened as the sole access point.</p> <p>I therefore respectfully request that:</p> <ul style="list-style-type: none"> • The proposal be revised to comply with the 20-storey limit; • Vehicle access be reconsidered so that Garthowen Crescent is not the main entry/exit for hundreds of vehicles; and • Cumulative impacts of surrounding developments are fully assessed before determination. <p>Thank you for considering this submission as part of the Community Engagement Outcomes Report and the Social Impact Assessment.</p>		
30	28/08/25 – by email	<p>My concern for such a large unit block.</p> <p>1 The blocking of the sun from residents which we enjoy now. Since the Grand Reve 16 story complex no sun in winter</p> <p>to quite a lot of units 40 story building is unbelievable for this site.</p>		

		<p>2 This is a narrow crescent parking on one side only. Since Grand Reve the traffic has increased hard to exit the crescent</p> <p>in both peak hours morning and afternoon. The traffic coming down Old Castle Hill Road is another problem why we have</p> <p>trouble exit the street.</p> <p>WE need a traffic survey taken of our situation I can't imagine what will happen with another 400 cars exiting the street its Hard enough now.</p> <p>3 I can imagine the traffic build up car trying to turn into the crescent with only single drive way into such large building that the entry is just around the corner as you turn into the crescent.</p> <p>THIS REALLY NEEDS TO BE CAREFULLY CONSIDERED AS 40 STORIES WILL MAKE SUCH AN IMPACT ON A LOT OF PEOPLES LIVES.</p> <p>CASTLE HILL IS LOOKING VERY OVER CROWDED WITH ALL THE UNITS AROUND THE TOWERS BEEN SO HIGH AND THE STATION.</p>		
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Letter received 22/08/25:

Subject: Objection to Proposed Residential Development at 16-20 Old Castle Hill Road, Castle Hill

Dear Sarah George,
Urban Property Group

I am writing to express my concern regarding the proposed residential development at 16–20 Old Castle Hill Road, Castle Hill.

This development is likely to have a significant social impact on the area. The neighbourhood already includes multiple unit blocks, along with additional approved developments set to take place in the near future. Further high-density housing will place even more strain on the existing infrastructure.

In particular, Old Castle Hill Road and Garthowen Crescent are already struggling to accommodate current traffic volumes. Increased congestion will not only affect daily commutes but also compromise the safety and liveability of the area. Additionally, the presence of a nearby preschool raises further concerns, as both construction noise and future traffic could disrupt the learning environment and endanger the wellbeing of young children.

I urge you to carefully consider the long-term implications of this proposal and to prioritise developments that preserve the character and functionality of our community.

Thank you for your attention to this matter.

Letter received 17/08/25:

Sarah George
Social Planning Consultant
Sarah George Consulting

27 August 2025

Re: 16-20 Old Castle Hill Road, Castle Hill

I am writing to express my concern regarding the proposed residential development at 16–20 Old Castle Hill Road, Castle Hill, and its potential social impacts on our community.

Castle Hill is already experiencing significant urban consolidation, with several unit blocks built and more developments recently approved. While growth is an important part of planning for the future, further high-density housing at this site risks undermining both the liveability and social cohesion of the neighbourhood. Our infrastructure is already under pressure, and additional strain will compromise both safety and quality of life for residents.

Traffic along McMullen Avenue, Old Castle Hill Road and Garthowen Crescent is already at or beyond capacity. Increased congestion will not only make daily commutes longer and more stressful, but it will also reduce accessibility and road safety for children, families, and older residents. From a planning perspective, this is inconsistent with principles of sustainable and balanced growth; from a community perspective, it diminishes the liveability and character that residents value.

This proposal is about more than buildings; it is about people. Development should support community wellbeing, cohesion, and safety—not undermine them.

I urge you to consider the long-term social implications of this proposal and to prioritise projects that preserve both the character and the functionality of Castle Hill, in line with planning objectives and the needs of current and future residents.

Kind regards,

APPENDIX C

EXPERIENCE AND QUALIFICATIONS OF AUTHOR

Sarah George – BA (Psych/Soc), Cert IV Youth Work

QUALIFICATIONS:

Bachelor of Arts majoring in Psychology & Sociology (Macquarie University); Teaching by Distance (TAFE OTEN); Certificate IV – Workplace Training & Assessment, Youth Work Certificate IV (TAFE NSW).

EXPERIENCE:

In practicing as a consultant, I have completed assignments for a number of clients in the private and public sector, including:

- preparation of Statements of Evidence and representation as an Expert Witness in the Land and Environment Court of NSW;
- preparation of the City of Sydney Council’s Alcohol-Free Zone Policy Review & Guide;
- preparation of a draft Local Approvals Policy for the City of Sydney (“Sex on Premises Venues”);
- preparation of Social Impact Assessments for Development Applications, including Matthew Talbot Lodge, Vincentian Village and the Ozanam Learning Centre for St Vincent de Paul, Malek Fahd Islamic School, and Hotel Development Applications at Hurstville and La Perouse and numerous packaged liquor licences;
- preparation of Community Impact Statements for packaged liquor outlets, on-premises licences for submission to the Office of Liquor, Gaming and Racing; and
- preparation of numerous Social Impact Assessments for licensed premises, both hotels and off-licence (retail) premises for submission to the Office of Liquor Gaming and Racing and the former Liquor Administration Board.

Prior to commencing as a consultant, I worked in community organisations and in the non-Government and private sectors in numerous roles including:

- Teacher – TAFE Digital (Mental Health, Alcohol & Other Drugs, Youth Work & Community Services)
- Project Officer – Education & Development with Hepatitis NSW
- Case Manager Big Brother Big Sister Mentoring Program with the YWCA NSW

- Drug and Alcohol educator and counsellor
- Youth Worker

I also worked for several years in a Town Planning Consultancy.

MEMBERSHIPS:

International Association of Impact Assessment

OTHER:

Justice of the Peace for NSW